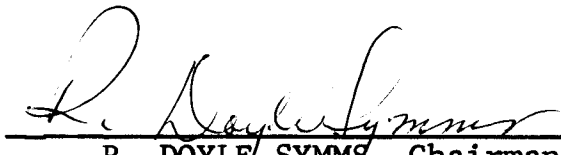


Board Honors Baird French with Resolution. The Board paid tribute to the service of Baird French, Regional Federal Highway Administrator, Portland, Oregon, with a resolution citing his distinguished service to the highways of Idaho, the Department and the Board during his tenure. Mr. French retires December 31, 1967.

The complete resolution may be found in Exhibit Book C-40.

WHEREUPON, the Board adjourned until its next meeting scheduled for January 8 & 9, 1968.

Read and Approved  
January 8, 1968  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 8 & 9, 1968

The Idaho Board of Highway Directors met in stated regular session at 9:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, January 8, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Howard B. Thomason, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board approved the minutes of the December Board Meeting.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

Stockpile No. 4558  
Stockpile No. 6547  
F-1031(17)  
Stockpile Nos. 6544,  
6545 & 6546  
S-5723(3)  
ST-5115(529) &  
Stockpile No. 5558

Grangeville  
Gibbonsville  
4th Avenue, Pocatello  
Gilmore, Leadore & Lemhi  
O'Gara - Jct. US-95A  
Plummer North and Rockford

January 8, 1968

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

F-FG-5114(4), W. of Blackwell Bridge - Locust Avenue in Coeur d'Alene - Washington Water Power Company, General Telephone Company of the Northwest and Idaho Water Company

Exchange of Corrected Access Deed. The Board approved a corrected Exchange of Access Deed on the following:

I-80N    I-80N-1(24)28                      Lee Ross                      Parcel No. 5A

(Previously approved by Board October 30, 1967)

Out-of-State Travel. The Board approved the following out-of-state travel:

L. F. Erickson, Materials and Research Engineer, to attend meeting at California Division of Highways to discuss the matter of "RTFO Test Procedures" and "The Stripping of Asphalt from Aggregates in Asphalt Concrete," Sacramento, California, February 19 - 20.

Vic Richardson, Construction Engineer, to WASHO Construction Conference, March 11 - 12, San Francisco, California.

Robert Seavey, Engr. Tech. VIII, to General Highway Mapping Workshop, March 21 - 22, Salt Lake City, Utah.

James McFarlane, Engr. Tech. VI, to Urban Travel Forecasting Course, February 5 - 16, Washington, D.C.

Merit Increases Approved. The Board approved the following merit increases to be effective May 1:

Gene Burbidge, Assistant District Engineer - District 6, to 4th block, \$1042.

Faber Tway, Chief Legal Counsel, to 4th block, \$1149.

City of Caldwell's Request to Place Blaine Street from Tenth Street to Aven Street on Secondary Federal Aid System Discussed. The Board took under consideration a Caldwell City Council Resolution dated January 2, 1968, requesting inclusion "with Secondary Highway System of the State of Idaho, etc.," Blaine Street from Tenth Street to Aven Street.

The Board directed the Department to contact the City Council for clarification as to their intent in the wording of the Resolution as to whether they would like to have the Federal Aid designation made to the County - City Federal Aid System in order to use local matching funds or whether the intent was to have it included in the State Highway Secondary System for application of State highway funds only.

AASHO Size and Weight Federal Legislation Discussed. State Highway Engineer Mathes discussed the Senate proposal to increase single axles from 18,000 to 20,000 lbs. and tandem axles from 32,000 to 36,000 lbs. Also discussed was the questionnaire from AASHO on various segments of this problem.

Mr. Mathes advised that the Department was recommending going along with the 20,000 lb. single axle but could not support the 36,000 lb. tandem limitation because of the number of bridge structures throughout the State Highway System that were not designed and built to support weights to that extent but could and will recommend increasing the tandem axle limitations to the 34,000 lb. maximum. The Board concurred in the recommendation of the State Highway Engineer.

Department's Proposed Rules and Regulations for the Administration of Roadside Rest Areas Reviewed. The above proposed Department policy dated January 5, 1968, was presented to the Board for its consideration by Assistant State Highway Engineer N. L. McCrea.

The proposal contained basically those rules and regulations that have been adopted and in effect by the U.S. Forest Service pertaining to the use of their forest camp sites covering sanitation, public behavior and preservation of public property, control of audio devices, occupancy restrictions and restricted driving practices within the rest area sites.

The Board concurred in the Department's proposal and authorized the matter to be brought to public hearing under the Administrative Procedures Act, after which the Board would review and rule on the hearing matter.

#### TUESDAY, JANUARY 9, 1968

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
Howard B. Thomason, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

January 9, 1968

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

F-FG-5115(4) - The work consists of constructing the roadway, a 122' concrete bridge, storm sewer and a plant mix bituminous surface on 1.378 miles of U.S. 95, Blackwell Bridge - Locust Avenue, in Kootenai County - Federal Aid Primary and State financed. The contract was awarded to Murphy Brothers, Inc., Spokane, Washington, the low bidder, on January 3, 1968, in the amount of \$668,153.00.

S-5804(4) - The work consists of constructing a 623' steel and concrete bridge over the Kootenai River near Copeland on the West Side Road, in Boundary County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Dale M. Madden Construction, Inc., Seattle, Washington, the low bidder, in the amount of \$669,982.00.

Stockpile No. 3537 - The work consists of furnishing aggregate for road mix and cover coat material in stockpiles adjacent to MP-60.6 (SH-51), Missile Site "A" North, in Owyhee County - State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on January 3, 1968, in the amount of \$27,200.00.

Stockpiles 2538, 2539 & 2541 - The work consists of furnishing aggregate and cover coat material in stockpiles So. of Howe, East of Arco and No. & So. of Willow Creek Summit, SH-88, US-20 & US-93-A, in Butte and Custer Counties - State financed. The contract was awarded to Aslett Construction Co., Twin Falls, Idaho, the low bidder, on January 9, 1968, in the amount of \$50,925.00.

Stockpile No. 3538 - The work consists of furnishing aggregate for road mix and cover coat material in stockpiles located in the Idaho Maintenance Yard (MP-39.1 - SH-21), in Idaho City, in Boise County. Nelson-Deppe, Inc., Nampa, Idaho and Gem State Contractors, Boise, Idaho submitted identical bids in the amount of \$27,625.00. The District Engineer will contact the contractors to determine by the toss of a coin to whom the award will be made.

Stockpiles 2537 and 2540 - The work consists of furnishing aggregate base and cover coat material in stockpiles in the vicinity of Fairfield and So. & No. of Twin Falls, in Camas, Twin Falls and Jerome Counties - State financed. The Board directed the State Highway Engineer to award the contract to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$57,145.00.

January 9, 1968



Approval of Deed & Easements was given on the following:

US 95	F-FG-3112(10)	Garland W. Baines & Lillian L. Baines	Parcel 28-R
I-15	I-15-1(9)61	City of Pocatello	Parcel 1-E-1
I-90	I-90-1(21)42	El Paso Natural Gas Co.	Parcels E-2, E-3, 114-E-1, 118-E-1, 119- E-1, 122-E-1, & 123-E-1

Approval of Permits to Use Right of Way was given on the following:

US 30	F-2361(12)	John R. LeMoyne	2-67-135
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Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

SH 46	F-2351(2)	Portion Acreage Tract No. 14 South Gooding Acreage, Gooding, Idaho - to be sold for not less than \$5,000.00	Parcel 10½
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Discussion of Electrical Wiring Installation Serving Building #3341 at 27th & Fletcher, Boise, Idaho. The Board agreed that the Department should get bids on rewiring the State building at 27th and Fletcher.

Report on Condemnation Settlement was given on the following:

US 95	F-FG-3112(10)	Shuster	Parcel 3
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City of Twin Falls. The following delegation appeared before the Board:

Egon H. Kroll, Mayor, City of Twin Falls  
Frank H. Feldtman, Councilman, City of Twin Falls  
Ronald J. Scheuffele, City Engineer, City of Twin Falls

The City Commission through City Engineer Ronald Scheuffele presented the proposed mall concept in the business core of Twin Falls presenting various alternates for possible needed relocations of the State Highway System in the core area.

January 9, 1968

The Board replied that when the City of Twin Falls comes up with a firm plan for core area redevelopment, the Highway Department and the Board would cooperate as the City was previously informed by the Board at the June 20, 1967, Twin Falls delegation meeting.

Burley Realtors Appear Before Board. Next appearing before the Board were Burley realtors Cline Preston, Robert L. Coombs and George Mills to further explain their desire to acquire the Department's materials site located on the northwest quadrant of the Burley Interstate 80N Interchange.

The delegation stated their desire to either purchase the property outright when declared surplus by the Board or should the Fish and Game Department maintain it as a fishing site their property to the north and northeast could be connected with public access for recreational purposes from their proposed motel - trailer court planned development. They stated that within the next few months they would have to make a determination as to other private property acquisition if the materials site was to be incorporated in their planning of the development.

The Board told them that the Department would re-evaluate the Department needs, time wise, of the remaining materials and would also check the matter out with the Minidoka County Commissioners, who in 1964 had asked for priority for the site when the Department might deplete the materials and declare the site surplus. The Fish and Game Department would also have to be consulted as to their pleasure in a pending agreement of understanding as to the future use of the facility for public recreational purposes.

Mr. Preston indicated that they would also make contact with the Minidoka County Commissioners and the Fish and Game Commission as to their interest in the matter.

State Highway Engineer Mathes stated that possibly by the February Board meeting the Board could be brought up-to-date on the Department's remaining interest in the material and agreements with other public agencies that the Board may at that time rule on the matter as to whether it would be declared surplus and put up for public auction or would be retained as a public recreational facility.

Board Member Flandro stated that, in his opinion, the property is quite a valuable piece of real estate and being so close to the City of Burley that the Board might for this reason weigh heavily the matter of returning it to the tax rolls by declaring it surplus and putting it up for public auction rather than retain it as a public recreational facility.

Eastern Idaho Citizens Group for Highway Improvement Urges Rehearing of U.S. 191 Through Madison County and Rexburg. The following delegation appeared before the Board:

Carl Agren, Chairman, Eastern Idaho Citizens Group for Highway Improvement, Rexburg  
 Marvin Meyers, Sugar City  
 R. Willis Walker, Rexburg  
 Norman Nef, Rexburg  
 Grant M. Bowen, Madison County Commissioner, Thornton  
 Ray L. Pocock, Madison County Commissioner, Sugar City

The delegation, headed by Carl Agren, appeared with petitions from the Sugar City Council and the Madison County Commissioners. The petitions urged the Board to cause a rehearing on the location of U.S. 191 without stating what location should be a basis of rehearing.

The delegation talked specifically of the benefits of the west side route versus the property damage of the east side route together with the construction of two overpasses that, in their opinion, would throw the cost comparison factor heavily in favor of a west side location. Considerable stress was made on the safety factor of winter traffic on the Sugar City overpass during icy conditions.

The delegation was reminded of the procedure the Department has in cooperating with the County Commissioners and the City officials, in particular, when a change in a state highway location is proposed in an area.

The appeal ability of the cities under the bypass hearing statute was such that, in the Board's opinion, it would be ill advised to open up this Rexburg location matter unless the City of Rexburg and the City of Sugar City together with the Madison County Commissioners requested a rehearing on a particularly stipulated revised common location. Without one of these local officials requests for a rehearing on a commonly proposed revised route, there would be no point in the Board taking it to public hearing only to be overthrown by the city or cities and the matter being thrown into court action.

The delegation said that they would return the petition to Sugar City and the Madison County Commissioners that a requested choice of route relocation may be included in the request for a rehearing.

Review of Future Highway Program Discussed. State Highway Engineer Mathes reviewed for the Board AASHO Committee work that is being done regarding future highway financing formulas that presently are in conflict with two factions - one group being the donor states such as California, Michigan, etc., versus the recipient states such as Idaho, the Dakotas, Utah, Nevada, etc.

It appeared that a compromise would be required within the AASHO Committee before a firm AASHO policy could be presented to the forthcoming congressional committee hearings on the matter.

Progress Report on the Lewiston - Clarkston Urban Transportation Study. Howard Pilkington, Assistant District Engineer - District 4, brought the Board up-to-date on the various routes that have been under study by the Department and the Lewiston - Clarkston Urban Transportation Committee of the various routes and combinations of routes ranging from an estimated cost of \$7½ million to \$4.3 million. The City and County officials presently favor the so-called route Plan J-F with a cost of \$6.3 million.

No action was taken by the Board as it was purely a project report.

Speed Limits in Twin Falls (US 30, US 93, SH 50, SH 74). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30, US 93, SH 50 & SH 74 in the City of Twin Falls as recommended and stated in marked Exhibit A-179, which is made a part hereof with like effect as though extended in full herein.

Salmon Traffic Control Signals. The Board authorized the City of Salmon to operate and maintain traffic control signals at the following location:

Main Street and Challis Street -  
4 way flashing beacon, flashing amber to  
Main St. and red to Challis St.

as recommended and stated in marked Exhibit A-180, which is made a part hereof with like effect as though extended in full herein.

Rigby Traffic Control Signals. The Board authorized the City of Rigby to operate and maintain traffic control signals at the following locations:

Main Street and State Street -  
Pretimed Traffic Signal

Main Street and Bennett Street -  
Flashing Beacon - to flash amber East  
and West to Main Street

as recommended and stated in marked Exhibit A-181, which is made a part hereof with like effect as though extended in full herein.

Rexburg Traffic Control Signals. The Board authorized the City of Rexburg to operate and maintain traffic control signals at the following locations:

January 9, 1968

West Main Street and 2nd West Street -  
Pretimed Traffic Signal

Main Street and Center Street -  
Pretimed Traffic Signal

as recommended and stated in marked Exhibit A-182, which is made a part hereof with like effect as though extended in full herein.

Idaho Falls Traffic Control Signals. The Board authorized the City of Idaho Falls to operate and maintain traffic control signals at 24 intersections in the City of Idaho Falls as recommended and stated in marked Exhibit A-183, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (US 93). The Board approved parking prohibition between Milepost 264.95 and Milepost 265.5 on the East side and on the West side of U.S. Highway 93, located North of Ellis, as recommended and stated in marked Exhibit C-41, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (US 26). The Board approved parking prohibition between Milepost 335.00 and Milepost 335.10 on both sides of U.S. Highway 26, which is the one-way eastbound exit from U.S. Highway 191 to U.S. Highway 26 at Beachs Corner, as recommended and stated in marked Exhibit C-42, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-3112(24)	Weiser Couplet (Main & Idaho Sts.)	Standard Approach Policy
S-3836(2)	Payette River Bridge at Emmett	
	From Bridge North to North End of Project	Partial Access Control, Type "A" **
	From Bridge South to South End of Project	Standard Approach Policy
F-1031(17)	Fourth Avenue, Pocatello	(This action supersedes Board action dated March 9, 1966)
	Beginning of Project to Sta. 236/39.48	Standard Approach Policy
	Sta. 236/39.48 to End of Project	Partial Access Control *

January 9, 1968

\* PARTIAL ACCESS CONTROL

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

Private vehicular approaches will not be allowed.

\*\* PARTIAL ACCESS CONTROL, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

### Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

Board Briefed on Status of ADP Program. In discussion with the Consultants prior to meeting with the Governor, the Board was apprised of the Department's ADP program progress and the Consultants views for the future of ADP in the Department. R. B. Subry of Auto-Tronix Universal indicated the Department presently is in the lower 20 per cent of the 50 state highway departments in actual ADP applications but is in the top 20 per cent in management understanding, interest and planning as a result of the accelerated program and actions presently underway.

The Consultant explained the potential benefits in speed, efficiency and economy available to the Department through an accelerated program. They estimate that well over a million dollars in annual benefits can be achieved by application of modern ADP techniques. They indicated, however, that an initial increased expenditure in time and money will be necessary to capitalize on this potential and the Department must be prepared for this outlay for two or three years.

It was explained that invitations to the various vendors to bid on third generation computer for Department use has been released through the cooperation of Management Services. The Department will play a major role in its evaluation and eventual selection. The conclusion of the computer evaluation is scheduled for May 1, 1968. No decision has been reached as to placement of the equipment. Consultants recommend a Department control computer, explaining that the Department of Highways' load will be  $2\frac{1}{2}$  shifts within two years after installation.

The next major activity scheduled is programmer training. Fifteen employees will be selected from approximately 100 who have been examined from throughout the Department. The training program should begin the last week in January or first part of February.

The Board indicated their keen interest in the program and expressed their desire for the Department to proceed with the accelerated program. They voiced support and interest in the project and further realized the task ahead.

Use of Interim Computer Analyzed. While meeting with Governor Samuelson on Monday, the Governor suggested the Board utilize a Univac 1005 that is now surplus at the Tax Collector's offices. It having been replaced by a third generation computer. The Governor stated that if the Department could not use the Univac 1005, he would like to know why.

The Auto-Tronix Universal Consultants in a progress report to the Board recommended that, in their opinion, during the interim period between now and the acquisition of a third generation computer service by the Department, that it would be highly economical and practical to utilize time sharing of the Idaho First National computer who has offered time sharing on its newly installed third generation computer.

The Board inquired of Auto-Tronix Universal Consultants their opinion of the Department retaining the first generation surplus computer.

A report of Auto-Tronix Universal, Department's Consultant D. R. Matteson, outlined the benefits to the Department of the 1005 and cited eight reasons why this outdated computer would not be economical to the Department as outlined in his report to the Board dated January 10, 1968, which is on file in Central Files.

Wednesday, January 10, Board Chairman Symms, Assistant State Highway Engineer Chirstensen, Board Secretary Summers and Consultant R. B. Subry met with the Governor and the Administrator of Management Services William Carter during the noon hour and briefed them on the reasons why the 1005 is not technically and economically sound as an interim computer for the Highway Department until a third generation computer now under study is made available for Department use. The Consultant's report on the subject, along with a cover letter from the Board, was left with the Governor and the Administrator of Management Services which explained the Department's position. While no actual decision was reached on the matter, it was indicated that perhaps all the facts were not available when the request was made.

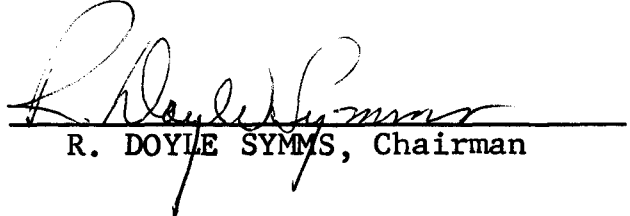
Board Reaffirms U.S. 191 Relocation in Jefferson County. After reading a resolution passed by the Jefferson County Board of Commissioners dated January 3, 1968, the Board reviewed the matter which was a subject of public hearing in Rigby, July 21, 1964, and reaffirmed the previous Board's determination dated July 28, 1964, in the matter.

January 9, 1968



It was also noted that engineering has progressed on this relocation in Jefferson County and that if the needed orderly planned reconstruction of the route is to be effected, no major changes should be made through Jefferson County.

WHEREUPON, the Board adjourned until its next meeting scheduled for February 19 & 20, 1968.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
February 20, 1968  
Boise, Idaho

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

February 19 & 20, 1968

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, February 19, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Howard B. Thomason, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Board Reorganizes for 1968. The following officers of the Board were elected:

R. Doyle Symms, Chairman - Director, District 2  
Howard B. Thomason, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
Wayne Summers, Secretary of the Board

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

F-6471(37) Sec. "A"  
Stockpile No. 4451  
Stockpile No. 4560  
STM-6521(508)

John's Hole Br. - R.R. Crossing  
North of Pierce  
Mill Creek (West of Elk City)  
Jct. US 191 - 4 Mi. E. of Newdale

February 19, 1968

STM-6354(517) & Stockpile No. 6550	M.P. 275 - 300.5 (South of Salmon)
STM-5116(541)	Paint Sandpoint Bridge
ST-4802(501) & Stockpile No. 4563	Kendrick - Troy & Kendrick Stockpile
STM-1032(526)	Cedar St. - Sheepskin Road
Stockpile No. 6548	Dubois
ST-6033(546)	Broadway I.C. - Broadway Br.
ST-2361(555) & ST-2741(504)	N. .5 Pts. - Hansen Rd. & Kimberly - Hansen

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

S-5723(3), O'Gara Road, Kootenai County - General Telephone Co. of the Northwest and Washington Water Power Company

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

Stockpile No. 3539 - The work consists of furnishing cover coat material in stockpile adjacent to MP-165.29 (US-95) in New Meadows, in Adams County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on February 1, 1968, in the amount of \$23,085.00.

Stockpile No. 4558 - The work consists of furnishing aggregate for roadmix pavement and cover coat material in stockpile at Grangeville, in Idaho County - State financed. The contract was awarded to DeAtley Corporation, Lewiston, Idaho, the low bidder, on February 8, 1968, in the amount of \$22,750.00.

F-1031(17) - The work consists of constructing the roadway, drainage structure, storm sewer, curb and gutter, a plant mix bituminous surfacing, illumination and signalization on 2.790 miles of 4th Avenue in Pocatello (US 91 & 191), in Bannock County - Federal Aid Primary and State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on February 2, 1968, in the amount of \$723,374.25.

Stockpile No. 6547 - The work consists of furnishing aggregate for roadmix and cover coat material in stockpiles at the Gibbonsville Maintenance Yard, MP-345 (US-93) and adjacent to MP-338.3 (US-93), in Lemhi County - State financed. The contract was awarded to Hartwell Excavating Co., Idaho Falls, Idaho, the low bidder, on February 19, 1968, in the amount of \$26,060.00.

February 19, 1968

Stockpiles No. 6544, 6545 & 6546 - The work consists of furnishing aggregate for roadmix and cover coat material in various stockpiles in the vicinity of Gilmore, Leadore and Lemhi (SH-28), in Lemhi County - State financed. The contract was awarded to Hartwell Excavating Co., Idaho Falls, Idaho, the low bidder, on February 19, 1968, in the amount of \$40,565.00.

F-6471(37), Sec. "A" - The work consists of constructing the roadway, drainage structures, signing, lighting, and a plant mix bituminous surface on 0.685 mile of U.S. Highway 20, in Bonneville County - Federal Aid Primary and State financed. The contract was awarded to Fife Construction Co., Inc., Brigham City, Utah, the low bidder, on February 27, 1968, in the amount of \$810,354.30.

STM-5115(529) & Stockpile 5558 - The work consists of constructing a plant mix pavement wearing course on approximately 6.0 miles of U.S. 95, Plummer North and furnish aggregate for road mix in stockpile in the vicinity of Rockford Jct., in Benewah and Kootenai Counties - State financed. The contract was awarded to Kreager Asphalt, Inc., Coeur d'Alene, Idaho, the low bidder, on February 19, 1968, in the amount of \$85,842.75.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-80N	I-80N-2(9)91	Heirs & Devisees of O. E. Cannon & Ora F. Cannon, deceased	Parcel 1½
I-80N	I-80N-2(20)132	Kenneth R. Taylor & Marian L. Taylor; James W. Byce & Margaret Byce	Parcel 5
I-80N	I-80N-2(20)132	State of Idaho; Kenneth R. Taylor & Marian L. Taylor; James W. Byce & Margaret Byce	Parcel 6

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 30N	F-FG-1024(20) F-FG-1024(6) R/W	Oregon Short Line Railroad Co. - The Department will offer \$52,250 with a top offer to \$57,000	Parcel 2
US 30N	F-FG-1024(20) F-FG-1024(6) R/W	Portneuf Co-operative Asso- ciation, Inc. - \$113,488	Parcel 14

February 19, 1968

I-80N	I-80N-2(9)91	Aguirre & Sons, A Partnership consisting of Domingo Aguirre, Domingo M. Aguirre & Felipe Aguirre - \$76,000	Parcel 16
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Approval of Deeds & Easement was given on the following:

Materials Source Cw-42	Riverside Sewer District	
I-15	I-15-3(3)117	The City of Idaho Falls
		Parcels 1-R, 8½-R, 10½-R & 11½-R
New Plymouth Maintenance Shed Site	New Plymouth	Easement (Sewer Line)

Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

US 20- 26	F-2351(3)	R. L. Dixon & Alva R. Dixon & William H. Morse & Ellen M. Morse	Parcel 26A
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Approval of Order Abandoning Certain Easement on Property Adjacent to the North Approach to the Orofino Bridge was given:

SH 7	F.A.S. 6	Parcels 3 & 3a
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Approval of Permits to Use Right of Way was given on the following:

SH 3	S-4769(5)	Margaret Smith	4-67-102
	Cs-129	George Stromire	2-68-007

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

Materials Source Fr-59 Fremont County	Portion NE¼NE¼, Section 36, Township 7 North, Range 40 East, Boise Meridian - to be sold for \$100.00
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Discussion of Feasibility of Advance Acquisition of Property for Exchange with Railroad in West Wallace on Project No. I-IG-90-1(17)60. The Board instructed the Right of Way Division to obtain two appraisals on the property in question and to present this information at a future Board meeting.

Discussion of Abandonment of a Portion of Right of Way for Present U.S. 10 in the Vicinity of Osburn, Project No. F.I. 73(20). No decision was made as to the abandonment, but it is to be presented again at the March Board meeting with information on the road closure and maintenance agreement on the Kellogg - Osburn project.

Request Made by the Gulf Oil Corporation for the Issuance of a Mineral Lease by the State Land Board on property included within the right of way of I-80N and adjoining surplus property between State Highway 44 and the Sand Hollow Interchange subject to suitable restrictions for the protection of the highway.

The Board was not interested in the request for a mineral lease at this time but agreed to cooperate with the leasee if he has a more definite understanding with the State Land Board as to the terms of the lease.

Report on Condemnation Settlement Without Trial.

I-15	I-15-3(22)127	Hockwart	Parcel 12
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The Board approved settlement in the amount of \$21,500.

Purchase of Right of Way in Excess of Requirements.

I-15	I-15W-4(12)81	Benson	Parcel 3
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The Board approved purchase of this entire property for the amount of \$26,082.50.

Board Approves Proposed Rules and Regulations Governing Public Use of Roadside Rest Areas. After being apprised that no witnesses had appeared at the public hearing called pursuant to Idaho Code 67-5203 on Monday, February 5, 1968, the Board determined in the affirmative that the proposed rules and regulations governing public use of roadside rest areas administered by the Idaho Department of Highways be adopted as proposed at the public hearing and as shown in marked Exhibit C-43, which is made a part hereof with like effect as though extended in full herein.

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Board Reviews Those Personnel Classifications that are to be Brought to the Board for Future Consideration. A change in Board Policy 609 was approved by the Board whereby employees classified in salary grade 73 and higher would in the future be presented to the Board for their consideration before merit consideration in salary is undertaken.

This policy was made necessary when the Personnel Commission adopted a new group schedule whereby the Department's old classifications were reclassified and new group numbers assigned. Grade 73 covers the Assistant District Engineer level and other comparable Department administrative people.

Board Approves Promotion of James Hill. The Board approved the promotion of James Hill, District 6 Design Engineer, to Assistant District Engineer - District 4, \$901 to \$945 per month.

Board Reviews Previous and Newly Presented Petitions Concerning the Request for a Rehearing of the Relocation of US 191-20 in Jefferson and Madison Counties. Among recent petitions on this matter were fifteen received on February 16 from Cecil Green, Rigby, together with Mr. Green's letter of February 15, four being from Idaho Falls and one from Ucon. The others were from points in Jefferson County.

The Board also again reviewed written communications on the subject from Grant L. Young, Rigby City Attorney, dated May 29, 1967; Bonneville County Pomona Grange dated April 19, 1967; Jefferson County Commissioners' Resolution dated January 3, 1968; Madison County Commissioners' Resolution dated January 11, 1968; City of Sugar City Resolution dated February 2, 1968; together with miscellaneous resolutions from organizations in Madison County submitted in January and February, 1968.

In reviewing the representations that have been made, the Board noted that the City of Rexburg had filed no current position that its official body would have in the matter and instructed the Board Secretary to write the City requesting that the City apprise the Board as to its current position regarding the matter of a location for US 191-20 other than that submitted to the Board in September of 1964.

The Department apprised the Board that project development is proceeding on the Rigby-Rexburg-Sugar section of the route and that current comparative construction costs, including a current right of way evaluation, of the Existing Improved Route as compared to other study routes in this area would be available for Board consideration at its March or April meeting.

Programing for Six Month Periods During 1968 of Idaho's Federal Aid Projects Approved by the Board. In response to a Bureau of Public Roads directive that the Department set forth those projects it intends to

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advertise between January 1 and June 30, 1968, and July 1 through December 31, 1968, the Board authorized the Department to develop such a list of projects for these periods together with seven projects that may also be let subject to availability of additional Federal Aid during the 1968 calendar year. The Board directed the Department to advise the Bureau of Public Roads, however, that it reserved the absolute control to revise such listings throughout calendar 1968 as it might so determine.

These projects are listed in the preliminary program approved this date by the Board. The breakdown is dated February 14, 1968, listed as "Preliminary Program of Federal Aid Projects to be Advanced to Obligated Status" and is available in Central Files.

Idaho Power Asks Board to Take Brownlee Bridge onto the State Highway System. State Highway Engineer Mathes apprised the Board that Idaho Power Company President T. E. Roach had asked that he submit to the Board again the matter of the Department taking that portion of the Brownlee Bridge located in Idaho on the State Highway System and urge the State of Oregon Highway Department to place on its system a portion of this structure together with the Brownlee to Pine Creek section now maintained by the Idaho Power Company.

Mr. Mathes apprised the Board of its action taken August 10, 1965, by minute entry on page 221, book 9, wherein as certain things were done by the Power Company and the Oregon Highway Department, the Idaho Board of Highway Directors would place the east half of the Brownlee Bridge on the State Highway System.

Bringing the matter up-to-date, Mr. Mathes informed the Board of his having contacted Oregon State Highway Engineer Cooper on this matter and after having received the copy of the agreement made jointly by Idaho Power Company and the Oregon Highway Department, found that the agreement stipulated in substance that the Idaho Power Company was to build and improve the Oxbow to Pine Creek Road and thereafter maintain it forever in lieu of other road construction expenditures necessitated in the area by the flooding out of certain sections of the Oregon State Highway System by the Brownlee Dam pool.

The Board then directed the Board Secretary to advise Mr. Roach that if and when the conditions stipulated in the Board minute entry of August 10, 1965, were complied with and at such a time as the Idaho Power Company could prevail upon the Oregon Highway Department to advance its System to connect with Idaho State Highway 71 at the middle of the Brownlee - Snake River Bridge and thus cause an integration of the two State Highway Systems, the Board would approve extending its System to the middle of the Brownlee - Snake River Bridge.

The same physical conditional stipulations of the Brownlee Bridge at the time of transfer would still prevail as reflected in the August 10, 1965, Board minute on this subject.

TUESDAY, FEBRUARY 20, 1968

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
Howard B. Thomason, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Amending Movement of Overwidth Mobile Homes Authorized by Board. The Board approved amendments to the regulations governing the movement of overwidth mobile homes by authorizing an additional subsection to the Department's Maintenance Manual Section 5-931.8, as shown in marked Exhibit C-1(a), which is made a part hereof with like effect as though extended in full herein.

Changes in Axle Loadings Approved by Board. The Board authorized changes in axle loadings to conform to modern special type equipment to be covered under special permits, as shown in marked Exhibit C-1(b), which is made a part hereof with like effect as though extended in full herein.

Twin Falls North Interstate 80N - US 93 Interchange Right of Way Property Owners Appear. Mr. Virgil Lickley and Mr. Fred Stewart appeared inquiring as to the Department's permitting a point of access to U.S. 93 at a county road intersection and at an additional point somewhere south of the county road intersection. Mr. Lickley owns property adjacent to the northeast quadrant and Mr. Stewart owns property near the northwest quadrant of the Interstate interchange.

After considerable discussion, it was made clear by the Board to the delegation that when a revised design is completed for ultimate development of the interchange they would be in a position to more accurately give the property owners an exact point at which access could be obtained nearest to the westbound on and off ramp Interstate connections.

Board policy controlling the distance of any approach in this regard is consistent, the delegation was informed, and would be applied when the revised interchange design is known.

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Mr. Lickley and Mr. Stewart were directed to keep in touch with Blaine Sessions, District 2 Engineer, that they may be apprised with no delay when a firm redesign has been completed by the District.

Mr. Stewart requested that the Department build frontage roads to serve his private property along US 93. He was told by the Board that the State can construct frontage roads only under unusual circumstances where economics of right-of-way procurement so dictate. Mr. Stewart was advised that in this case any frontage road construction net costs would have to be borne by the property owner or owners which it served.

The delegation was informed that it was hoped that the Department might have the revised design completed by the March 18 Board meeting at which time final approval could be considered by the Board.

Mr. Stewart asked if the present plan is okay. Chairman Symms replied that the Board would have to wait and see what the ultimate redesign shows.

Mr. Stewart asked as to the timing anticipated in the construction of the northeast and northwest quadrant clover leaf ramps, to which Mr. Christensen stated that it would not be less than five years as it is not in the present five year planning program and would depend on the Board's future programing of it in relation to available construction moneys at any point in time.

Change in Mobile Home Pilot Car Regulations Protested. Mrs. Nancy McNabb and Dean Varlich urged the Board not to withdraw the use of pilot cars in the movement of overweight mobile homes moving on Interstate routes in Idaho. She said it would not be practical to have pilot cars available for only those uncompleted sections of the Interstate.

The Board on February 20 authorized the dropping of pilot car requirements on the movement of mobile homes of 10 feet or less on those sections of Interstate routes in Idaho including the uncompleted Primary sections of the designated Interstate routes.

Mrs. McNabb stated that over the road commercial truck drivers joined her in this protest in pilot car regulations.

Assistant State Highway Engineer McCrea pointed out that the permittee in the movement of mobile homes is still required to protect the public at the restricted sections of highways on any route the permit may be issued for and how the permittee obtains the proper flagging and/or pilot cars is entirely up to him.

The Board informed Mrs. McNabb the Department will continue to require flagging and/or pilot cars on all sections of highways where these extra width mobile homes would create a hazard to the traveling public.

Idaho Motor Transport Association Urges Board Designation of Special Idaho Routes for Operation of 98 Foot Combination Vehicles. Ollie Arbelbide, Manager, Idaho Motor Transport Association; Bill Harris, President, Idaho Motor Transport Association; and Dan Gilster, Manager, P.I.E. Truck Lines, Boise, appeared urging the Board to pursue and establish at an early date designated routes for combinations of vehicles up to 98 feet in length as provided by the 1967 Legislature.

State Highway Engineer Mathes stated that the Board has asked the Department to present this matter at its March 18-19 meeting to act on recommended route proposals following a hearing under the Administrative Procedures Act may be required. Final adoption could thus probably not be made until the April Board meeting.

The Board authorized a 60 day test period for daily movement of triple vehicle combinations up to 98 feet in length from the Nevada line to Twin Falls and return on US 93 with a gross weight of 105,000 lbs. but not to exceed legal axle loadings.

The Board instructed the State Highway Engineer to so advise Garrett Freight Lines and the Idaho Motor Transport Association. This letter is on file in Central Files under date of February 20, 1968.

City of Caldwell Offers Funds in Request for Cleveland Street Extension to Aven Avenue. Mayor N. E. "Coley" Smith and Caldwell City Engineer Melvin G. Lewis appeared before the Board urging that the Board allocate Federal Aid matching moneys for the improvement of Blaine Street from Tenth Street to Aven Avenue. In this respect the City of Caldwell offered \$40,000.00 of City funds for matching purposes. The City further offered to attempt to secure up to \$113,000.00 in Federal Aid Secondary Funds available to Canyon County sometime after July 1, 1969. Canyon County is committed by current projects to all Secondary Road Funds allocated to the County up to that date.

The \$200,000.00 project, Mayor Smith said, is vital to the City and the \$40,000.00 matching money from the City is as an inducement to the Board to advance the Blaine Street project at an earlier date than could otherwise be expected.

Board Member Flandro stated that the Board is always interested in helping those divisions of government who make a special effort such as this to help themselves in the financing of needed projects.

State Highway Engineer Mathes reminded the delegation that allocation of Federal Aid moneys is strictly on a year to year basis and the requested 1969 target date or whatever year it may ultimately be planned for is contingent strictly upon Federal Congressional allocation of Federal Aid at that time.

The Board reminded the delegation that no commitment can be made at this time for any future construction programming of this requested project but will in its year to year review of available moneys in relation to needs on the State Highway System give careful consideration to this request.

Chairman Symms also requested the Mayor to submit his offer in writing and with particular reference to the time limitation of the offer, if any.

Eastern Idaho Citizens Group for Highway Improvement Meets With Board. The following delegation appeared before the Board:

Carl Agren, Chairman, Eastern Idaho Citizens Group for Highway Improvement, Rexburg  
 Cecil Green, Member, Eastern Idaho Citizens Group for Highway Improvement, Rigby  
 Frank R. Call, Member, Eastern Idaho Citizens Group for Highway Improvement, Rigby  
 William G. Guernsey, Vice President, Rexburg Lumber Company, Boise

The delegation appeared requesting a rehearing on the proposed relocation of US 191-20 in the Rigby area.

Mr. Green stated that 95 per cent of the people in the Rigby area desire a rehearing to change to a west bypass and referred to the petitions that had been submitted during the previous week and others at an earlier date. Mr. Green called the route an "inequity" and said "regardless of what it takes to get the highway in the right place, we will do it whether by injunction or otherwise."

Board Member Flandro reminded the delegation that the Board could be subject to a suit by the City if it called for a rehearing on another location after a letter was read from Mayor R. W. DaBell of Rigby dated February 19, 1968, citing the City's position which remains the same as had at the 1964 hearing.

Chairman Symms stated that the Board felt that the present proposed relocation through Rigby should go through as planned but that in the Rexburg - Sugar City area of Madison County perhaps a rehearing could be scheduled if the elected bodies of the communities involved so desired.

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It was the Board's considered opinion that the route through Rigby should remain because of the advanced stage of engineering and project development and that coordination with the City has reached an advanced stage also.

Mr. Symms stated that the Board will again review the Madison County section applicable to Rexburg and Sugar City when new estimates of costs for these sections become available to the Board in March or April.

Montpelier Chamber of Commerce Urges Railroad Overpass Project Development and Cites Need for Improvement on U.S. 89. The following delegation met with the Board:

Lyle G. Tapper, Montpelier Chamber of Commerce Highway Committee  
Chairman

Kenson Pollard, President, Montpelier Chamber of Commerce

Beth Allred, Secretary, Montpelier Chamber of Commerce

Kay Allred, Montpelier Chamber of Commerce Highway Committee

Mr. Tapper cited Montpelier's need for the proposed Washington Street overpass of the Union Pacific Railroad and requested consideration for additional improvement on U.S. 89 between Montpelier and Geneva.

State Highway Engineer Mathes stated that project development of the Montpelier overpass is such that by this spring or summer design should be advanced to the stage where data for an agreement can be submitted to the Railroad Company. Such agreements are time consuming, however, with an average of about 18 months being required to obtain clearance. The Board will consider this project when reviewing the 1969 construction program later in 1968.

Mr. Tapper also requested that on-street parking be permitted on the north side of Washington Street between 10th and 11th Streets as shown on a diagram presented to the Board.

It was pointed out to Mr. Tapper that parking in this area would seriously conflict with traffic circulation under the structure but that this was a matter which would require consultation with the City and be a part of the City agreement for the project.

Responding to the request for an improvement between Montpelier and Geneva, Mr. Mathes commented that the sufficiency rating of the Montpelier-Geneva section of U.S. 89, although below a desirable level, is not too bad when compared to that of a number of other similar sections of the Idaho Highway System.

The delegation pointed out that the Washington Street overpass and Washington Street improvement is, in the Chamber's opinion, first in priority among projects needing attention in the Montpelier area.

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In this respect the Board inquired of Mr. Tapper the present priority the Chamber places on sections of U.S. 89 needing improvement after the overpass is built; the Montpelier - Ovid section or the section from Montpelier towards Geneva. Mr. Tapper replied the section to Ovid is still number two in priority after the Washington Street overpass.

Minutes. The Board approved the minutes of the January Board Meeting.

Decision to Declare Surplus North Burley I-80N (Northwest) Interchange Materials Source Site Postponed. The Board reviewed the memorandums of understanding the Department has had with the Idaho Fish and Game Department and the Minidoka County Commissioners, to which those principals have given reaffirmation, concerning the disposition of this materials site when depleted. The representations made before the Board at the January Board Meeting by Cline Preston and Robert L. Coombs, Burley realtors, were also reviewed.

The Board determined to not make any decision on the matter until all the materials in the source have been removed by the Department at some future date. The Board Secretary was instructed to so advise Messrs. Preston and Coombs.

The Department advised the Board that the Fish and Game Department and Minidoka County Commissioners have reaffirmed their original request that the property be transferred to their respective jurisdictions for a public recreation facility.

Revised Agreement on Control of Outdoor Advertising Approved by the Board. The Department submitted to the Board a revised proposed agreement with the Secretary of Transportation, through the Federal Highway Administrator, and the State of Idaho relative to the control of outdoor advertising on the Interstate and Federal Aid Primary Systems of Idaho. (See Mathes' letter to Bridwell dated February 23, 1968)

The Board on reviewing the agreement approved it and directed it be resubmitted to the Secretary of Transportation.

The proposed revised agreement resulted from several discussions between personnel from the Bureau of Public Roads Idaho Division Office; communication with personnel from the Federal Highway Administration; and, the Department's legal and administrative staff.

Rigby US 191-20 Railroad Underpass Closure Approved. The Department apprised the Board of the excessive pumping maintenance cost required to maintain a dry roadway at the Union Pacific Railroad underpass on US 191-20 south of Rigby and requested permission to contact the City of Rigby for its potential closure. This would be done in conjunction

with proposed project development for relocating U.S. Highway 191-20 in the Rigby area. Several alternate arrangements for closing the underpass were reviewed by the Board and would be discussed with the City.

The Board concurred in this proposal and authorized the Department to discuss the matter with the City of Rigby as a part of the project agreement with the City of Rigby on the proposed relocation for US 191-20.

Malad Interstate 15 Hearing Approved. The Department reported to the Board that the City of Malad and the County Commissioners of Oneida were in agreement with the proposal from the January Board meeting by the Highway Board to those two divisions of government and directed the Board's Hearing Officer to bring the matter to public hearing on March 11.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-FG-5116(21)	U.S. 95 and 10A I.C. and R.R. Grade Separation in Sandpoint	(This action supersedes Board action dated February 24, 1965)
	From Beginning of Project Sta. 0+00 - 20+68 377+20 - 413+50	Full Control
	20+68 - 41+19 413+50 - 437+76 (End of Proj.)	Partial Access Control *

\* PARTIAL ACCESS CONTROL

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

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### New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

### Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

All approaches provided in conformity with this policy shall be shown on the approved plans.

Parking Prohibition on a State Highway (SH 84). The Board approved parking prohibition between Milepost 00.00 and Milepost 00.30 on the south side and on the north side of State Highway 84, located east of Macks Inn, as recommended and stated in marked Exhibit C-44, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Twin Falls (US 30, US 93, SH 50, SH 74). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30, US 93, SH 50 and SH 74 in the City of Twin Falls, as recommended and stated in marked Exhibit A-184, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Kendrick (SH 3, SH 99). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 3 and SH 99 in the City of Kendrick, as recommended and stated in marked Exhibit A-185, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 4 (US 12, US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 12 and US 95 from Lewiston Urban Extension to Montana State Line, as recommended and stated in marked Exhibit A-186, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 4 (US 95A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95A from Jct. US 95 to Benewah County Line, as recommended and stated in marked Exhibit A-187, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 4 (US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 from North of Adams-Idaho County Line to Benewah County Line, as recommended and stated in marked Exhibit A-188, which is made a part hereof with like effect as though extended in full herein.

Rupert Traffic Control Signals. The Board authorized the City of Rupert to operate and maintain traffic control signals at the following location:

State Highway 24, 25 and "F" Street -  
Traffic Actuated Traffic Signal

as recommended and stated in marked Exhibit A-189, which is made a part hereof with like effect as though extended in full herein.

Gooding Traffic Control Signals. The Board authorized the City of Gooding to operate and maintain traffic control signals at the following locations:

3rd Avenue and 4th Avenue -  
Flashing Beacon-flashing amber toward the  
East on US 20, 26

4th Avenue and Main Street -  
Flashing Beacon-flashing red East and West  
on 4th Avenue and amber North and South on  
Main Street

as recommended and stated in marked Exhibit A-190, which is made a part hereof with like effect as though extended in full herein.



Wendell Traffic Control Signals. The Board authorized the City of Wendell to operate and maintain traffic control signals at the following location:

Idaho Street and Main Avenue -  
Flashing Beacon - Flashing Amber North and South to  
Idaho Street and Red East and West to Main Street

as recommended and stated in marked Exhibit A-191, which is made a part hereof with like effect as though extended in full herein.

Shoshone Traffic Control Signals. The Board authorized the City of Shoshone to operate and maintain traffic control signals at the following locations:

Greenwood Street and South Rail Street -  
Flashing Beacon-Flashing Red East & West to S. Rail St.,  
& South to Greenwood St., & flashing Amber to the North  
on Greenwood Street

Greenwood Street and North Rail Street -  
Flashing Beacon-Flashing Red East and West to N. Rail St.,  
and North to Greenwood Street

as recommended and stated in marked Exhibit A-192, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in Paul Revoked. Whereas the traffic control signals within the corporate limits of the City of Paul do not conform to the requirements of the Manual on Uniform Traffic Control Devices for Streets and Highways, the Board ordered the minute entry of May 29, 1954, with respect to traffic control signals in the City of Paul, is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-193, which is made a part hereof with like effect as though extended in full herein.

Mackay Traffic Control Signals. The Board authorized the City of Mackay to operate and maintain traffic control signals at the following location:

Custer Street and Main Avenue -  
Flashing Beacon-Flashing Amber to Custer Street and  
Red to Main Avenue

as recommended and stated in marked Exhibit A-194, which is made a part hereof with like effect as though extended in full herein.

Arco Traffic Control Signals. The Board authorized the City of Arco to operate and maintain traffic control signals at the following location:

Front Street and Grand Avenue -  
Flashing Beacon-Flashing Red East and West to Grand  
Avenue and Amber North and South to Front Street

as recommended and stated in marked Exhibit A-195, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in Franklin Revoked. Whereas the traffic control signals within the corporate limits of the City of Franklin do not conform to the requirements of the Manual on Uniform Traffic Control Devices for Streets and Highways, the Board ordered the minute entry of June 19, 1954, with respect to traffic control signals in the City of Franklin, is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-196, which is made a part hereof with like effect as though extended in full herein.

Declo Traffic Control Signals. The Board authorized the City of Declo to operate and maintain traffic control signals at the following locations:

Clark Street and Main Street -  
Flashing Beacon-Flashing Amber North & South to Clark  
St., and Red East and West to Main Street

Clark Street and US 30S -  
Flashing Beacon-Flashing Amber, East and West to US 30S  
and Red North and South to Clark Street

as recommended and stated in marked Exhibit A-197, which is made a part hereof with like effect as though extended in full herein.

Ketchum Traffic Control Signals. The Board authorized the City of Ketchum to operate and maintain traffic control signals at the following location:

Main Avenue and 3rd Street -  
Flashing Beacon-Flashing Red North and South to Main  
Avenue and Amber East and West to 3rd Street

as recommended and stated in marked Exhibit A-198, which is made a part hereof with like effect as though extended in full herein.

Jerome Traffic Control Signals. The Board authorized the City of Jerome to operate and maintain traffic control signals at the following locations:

Lincoln Street and Main Street -  
Pretimed Traffic Signal

S. Lincoln and "E" Street -  
Flashing Beacon Warning Sign-Flashing Amber to the South

S. Lincoln and "D" Street -  
Flashing Beacon Warning Sign-Flashing Amber to the North

as recommended and stated in marked Exhibit A-199, which is made a part hereof with like effect as though extended in full herein.

Twin Falls Traffic Control Signals. The Board authorized the City of Twin Falls to operate and maintain traffic control signals at 12 intersections in the City of Twin Falls, as recommended and stated in marked Exhibit A-200, which is made a part hereof with like effect as though extended in full herein.

Burley Traffic Control Signals. The Board authorized the City of Burley to operate and maintain traffic control signals at 8 intersections in the City of Burley, as recommended and stated in marked Exhibit A-201, which is made a part hereof with like effect as though extended in full herein.

Boise Traffic Control Signals. The Board authorized the City of Boise to operate and maintain traffic control signals at 35 intersections in the City of Boise, as recommended and stated in marked Exhibit A-202, which is made a part hereof with like effect as though extended in full herein.

Out-of-State Travel. The Board approved the following out-of-state travel:

C. E. Payton, Sr. Programmer - EDP, to Santa Fe, New Mexico, February 27 - March 1, Cooperative Development of Earthwork Computer Programing for Idaho.

Personnel Director David Murray and District Engineer Blaine Sessions to Utah State, Utah University and Brigham Young University, February 27 - March 2, for E.I.T. recruitment.

Personnel Director David Murray and District Engineer Harry Day to Montana State University, Bozeman, March 2 - 8, for E.I.T. recruitment.

L. F. Erickson, Materials & Research Engineer, to Blacksburg, Virginia, March 17 - 20, National Cooperative Highway Research Program at Highway Research Board expense.

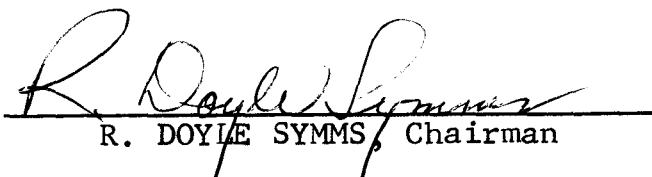
Marcey Laragan, Secondary Roads Engineer, to Des Moines, Iowa, April 3, 4 & 5, for National Conference of Association of County Engineers.

Howard Johnson, Assistant Construction Engineer, to Portland, Oregon, March 17 - 23, to attend Regional Construction and Maintenance Conference.

E. L. Mathes, State Highway Engineer, to Seattle, Washington, May 21 - 24, to attend Regional Workshop on Urban Arterial Traffic Improvements.

WHEREAS, the Board adjourned until its next meeting scheduled for March 18 & 19, 1968.

Read and Approved  
March 18, 1968  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

March 18 & 19, 1968

The Idaho Board of Highway Directors met in stated regular session at 9:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, March 18, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
C. Ed Flandro, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

S-6751(2)  
Stockpiles No. 5559  
& 5560  
S-4800(10)

Mud Lake Jct. - N.W.  
Clarkia & Santa  
Deary West

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F-2361(19) & (20)	Banbury Hill & Bliss South
I-IG-80N-2(16)54	Vista - Isaac's Canyon (Vista &
Sec. "B" Strs.	Broadway I.C. Excl.)
I-IG-80N-2(16)54 Sec. "A"	Vista I.C. (Excl.) - Isaac's Canyon
S-1706(2) & (3)	Elkhorn Dam Road Ext.
I-80N-3(35)184 Sec. "B"	US 93 Rest Area
S-4809(5)	Neva - Elk River
I-15-3(37)111	Bingham Co. Line - Bassett

Minutes. The Board approved the minutes of the February Board Meeting.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

FHP 5-1(3), F-5121(13) R/W, Clark Fork Highway, Bonner County - Washington Water Power Company and Pacific Power & Light Company

S-4800(10), State Highway 8, Deary - West, Latah County - Deary T. V. Co-op, General Telephone Company of the Northwest and Washington Water Power Company

Board Sets Policy for Removal of Outdoor Advertising Displays Under Section 40-2830, Idaho Code.

WHEREAS, Section 40-2830, Removal of Displays, Outdoor Advertising Control Act, provides that any advertising display maintained in existence on the effective date of the Outdoor Advertising Control Act or on any highway made a part of the Interstate or Primary System on or after the effective date of the said Act and before January 1, 1968, which is not within one of the classes specified in Section 40-2828, may be maintained in existence until July 1, 1970, unless required to be removed prior thereto by order of the Department, and,

WHEREAS, the Board desires to direct the Department as respect the prerogative given the Board by said Section 40-2830 of the said Act,

NOW, THEREFORE, the Department is directed not to acquire or remove, under the provisions of the Outdoor Advertising Control Act, 40-2811, et seq., Idaho Code, any outdoor advertising displays in existence on the effective date of the said Act before July 1, 1970, and not thereafter until such time as the federal government provides its 75 per cent share of compensation for outdoor advertising display removal under Section 131, Title 23, United States Code.

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THE BOARD FURTHER DECLARES that the foregoing policy directive shall not be construed as preventing the Department from acquiring and removing those outdoor advertising displays required by the acquisition of right of way for the normal highway construction program as opposed to specific removal under the provisions of the Outdoor Advertising Control Act, 40-2811, et seq., Idaho Code.

Board Extends License and Permit Compliance Date of Outdoor Advertising Control Ninety Days. The Board unanimously adopted the following resolution:

WHEREAS, the Board having considered the date of February 2, 1968, that application forms were made available to prospective applicants for compliance with the license and permit provisions of Outdoor Advertising Regulation, and

WHEREAS, in order that compliance with said license and permit procedures will not work unintended hardship on the members of the outdoor advertising industry.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, that compliance with the license and permit provisions of outdoor advertising control be deferred until 90 days after March 20, 1968.

IT IS FURTHER RESOLVED AND ORDERED, that Section I. of the Board's Rules and Regulations for the control of outdoor advertising promulgated November 1, 1967, be amended to bring compliance with said rules and regulations by 90 days after March 20, 1968.

Board Approves Corrected Page 3, Control of Outdoor Advertising Regulations. The Board unanimously adopted the following resolution:

WHEREAS, the Board having determined that a certain regulation adopted by it at a prior meeting and dated November 1, 1967, was inadvertently and incorrectly prepared and filed.

NOW, THEREFORE, BE IT RESOLVED AND ORDER, that Regulations IV.B. 1.&2. be corrected to read as per the revised Page 3 attached to Exhibit C-39 of the above date as revised and adopted by the Board March 18, 1968.

Use of Department Assigned Vehicles Reviewed. State Highway Engineer Mathes went over with the Board the Department's program of cars assigned to individuals in District 9 and a letter from Acting Director of Administrative Services James A. Defenbach dated February 28, 1968, together with a list of four people who by Department practice are permitted to take their assigned Department vehicles home with them seven days a week since those persons are by job analysis subject to

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call 24 hours a day, seven days a week. They are: E. L. Mathes, State Highway Engineer; R. B. Christensen, Assistant State Highway Engineer (Engineering); R. W. Jump, Maintenance Engineer; and Tony Sternling, Radio Communications Engineer.

After reviewing the matter, the Board directed the Board Secretary to inform Mr. Defenbach that, in the Board's opinion, because of the nature of their duties the above four persons should continue to have available for their use a State Highway vehicle seven days a week for the above reason. Also, that they should not be expected to provide a second family car to carry out their emergency call job analysis duties.

The Board concurred in screening the use of State vehicles of Department personnel, as indicated in Governor Samuelson's effort to eliminate unnecessary State expenditures, which the Department periodically exercises in the screening of the use of its vehicles.

Acquisition of Spirit Lake Maintenance Yard Site Approved. Assistant State Highway Engineer McCrea apprised the Board of the Department's need to acquire a larger maintenance shed site at Spirit Lake and submitted two proposals:

1. South of the City limits, 8.8 acres at \$2,500.
2. Within the City limits of Spirit Lake consisting of 11.2 acres at \$5,000.

Utilities offered are the same for both properties.

Upon the Department's recommendation, the Board concurred in negotiating for the 8.8 acres site presently owned by Lee Bullards of Priest River, Idaho, at \$2,500.

Historical Society Warehouse Request Considered. A letter from Commissioner of Public Works Robert De Shazo was reviewed by the Board asking for space in the District 9 property site to build a 20,000 square feet single story storage building fronting on Rose Street.

Various agreement contractual items were considered including periods of rents and renewals, appraisal values when the building is no longer needed by the Historical Society, disposal conditions of the building and 16 foot high entrance doors.

The request was granted with the stipulation that a rental agreement be drawn in the manner discussed by the Board and returned to the Board at the April meeting for final review before consummation of the lease.

Winter Snow Removal Request for Snow Mobiles Reviewed. The Department reported on various requests including that of Senator Ray Rigby, Rexburg, requesting the Department to plow out additional space at winter snow recreation areas for the unloading of snow mobiles and parking places for their towing vehicles.

After considerable discussion, the Board ruled that the first obligation in snow removal in view of the Department's present tight snow removal equipment situation statewide is that snow removal requirements of legal vehicle traffic areas should take priority. After a Department meeting this summer with the Forest Service and county commissioners called for the purpose of discussing mutual problems relating to snow mobile operations in the winter snow recreation areas, the Department is to report back to the Board suggested plans for attempting to meet this demand for next winter's snow recreation parking problem.

The Department advised the Board that there are occasionally snow removal agreements negotiated with county commissioners on certain off highway roads and areas after the State highway snow removal needs have been met in those particular areas.

Plummer Creek Bridge Fire Insurance Claim Reviewed. Chief Legal Counsel Tway apprised the Board that after a thorough analysis of attempting to fix liability for the grain field fire that was suspected of causing the fire on the Plummer Creek Bridge, SH-5, that liability could not be fixed to a sufficient degree to collect liability from the farmer and his carrier whose grain field burned adjacent to the burned out bridge.

Whereupon, the Board directed the Department to not further attempt to collect damages for the bridge.

Hearing Determination - Relocation of US 191-Interstate Route 15 from the Utah Line to Malad, Oneida County, Idaho, Project I-15-1(32)0. A public hearing was held under State and Federal statutes at the Malad High School Auditorium, Malad, Idaho, at 8:00 p.m., Monday, March 11, 1968.

The Board, having read the transcript made of the testimony and proceedings at the Malad hearing and having been fully advised and considered the same, made the following decision, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. The Idaho Highway Department will proceed with the design and construction of the proposed Interstate Route 15 as shown in the hearing brochure dated March 1968.

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2. Notice is taken for the request, that consideration be given to irrigation needs, livestock underpasses and drives, interchange design at Woodruff Road and at Malad, a study of which will be undertaken during the design phases of the project. Final determination on these and other requests affecting the design of the project presented at the hearing will be based on engineering and economic justification.

3. Abandonment of roads shown in the brochure dated March 1968.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Malad from said proposed changes.

Request to Convert the Diamond Overpass West of Roberts to a Half Diamond Interchange Denied. The Board read a request from Betty R. Lang, Mayor of Roberts, Idaho, requesting the Diamond Road Overpass be changed to a half diamond interchange.

The Planning & Traffic Division apprised the Board that the traffic that could be assigned to use a diamond interchange at the Diamond Overpass would never be sufficient to justify the cost of converting the design to a half diamond interchange.

The Board directed the Board Secretary to so advise Mayor Lang.

Consulting Engineering Agreement Approved for Boise Metropolitan Transportation Study. The Department apprised the Board that because of limited Department personnel available to complete the first three reports required on the Boise Metropolitan Transportation Study that the firm of Barton, Stoddard, Milhollin & Higgins, Inc., and Alan M. Voorhees & Associates, Consulting Engineers, should be engaged to complete these three reports.

This firm was chosen from seven engineering firm applicants because not only was the firm capable in proficiently doing the assignment on schedule but also the background of this firm could contribute road safety improvement concepts in the reports that the other firms were not technically able to render.

The contract in the amount of \$33,011 was approved by the Board.

Historical Sign Brochure Approved. The Board reviewed and approved a mockup of the reprinting of the Department's Historical Sign Brochure.

Reprinting with an approximate cost of 20 cents per brochure was discussed and the Department was encouraged before printing to explore ways and means of outside agency utilization participation in the cost

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of printing the brochures both as to participation by the Department of Commerce and Development and possibly the Atomic Energy Commission.

Relinquishment to Teton County of Right of Way on FAS Route 6820 (1947) Approved. Since the original right of way in the above route was acquired and vested in the State of Idaho and since Teton County now is maintaining the roadway and as part of this right of way relates to the maintenance of Project S-6820(20), Victor West, now under consideration, the Board concurred in the Department's recommendation that the road and right of way acquired back in 1947 be relinquished from the State of Idaho to that of Teton County.

The request for this action was made by the Teton County Commissioners by letter of March 15, 1968.

The Board Secretary was directed to inform the County Commissioners of the Board's concurrence in this matter.

Miscellaneous Correspondence. The Board read the following miscellaneous correspondence:

Letter from Dean Nielsen, Idaho Falls, dated March 13 regarding the location of the Ucon - Chester U.S. 191 highway.

Commendation letters from R. W. Sprong, Ogden, Utah, and School District 33, Montpelier, Idaho.

Request from Calvin Green, March 4, for the Department's pro and con correspondence on the Rigby - Rexburg U.S. 191 relocation. The Board took no action on this request.

Letter from T. E. Roach, Idaho Power Company President, regarding State of Oregon Highway Department's attitude with respect to the Brownlee Snake River Bridge.

Materials Source Bk-62 Declared Surplus. The Board, upon being advised that Materials Source Bk-62, situated in the SE $\frac{1}{4}$ SW $\frac{1}{4}$ , Sec. 11, T. 6 S., R. 34 E., B.M., northeast of Pocatello, and containing 2.07 acres, is depleted and of no further use to the Department, declared said materials source surplus and instructed the Department to dispose of the property through public sale. Inasmuch as the depleted materials source is covered with junk and debris, the property is to be offered for sale on the basis that the purchaser must agree to fill, slope and shape the area to a safe and good appearing condition. The property is currently valued at \$25.00 per acre.

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Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 30- 20-26	F-FG-3022(17) F-FG-3022(16) R/W	Bertha K. Burroughs, a Widow, and the Heirs & Devises of A. H. Burroughs, Jr., Deceased	Parcels 6 & 6-E-1
US 30- 20-26	F-FG-3022(17) F-FG-3022(16) R/W	Joseph B. Barnes & Lillian I. Barnes, David F. Marz & Clara A. Marz and O. L. Forbes & F. Forbes	Parcels 25, 25-E-1 & 25-E-2
I-80N	I-80N-2(9)91	W. P. Brownlee & Marie Brownlee	Parcel 8
I-80N	I-80N-2(9)91	Frederick Loren Hines & L. Joy Hines	Parcel 19
I-80N	I-80N-2(9)91	George A. Aulbach & Marjorie M. Aulbach	Parcel 13
US 91- 191 & 30N	F-1024(20) F-1024(6) R/W	V-1 Oil Company	Parcel 5
US 30	F-2361(11)	Maggie Price, a Widow, and the Heirs & Devises of William M. Price, Deceased	Parcel 24 & 24-E-1

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 30	F-FG-1024(20) F-FG-1024(6) R/W	Donald C. & Lois L. Lenon; Harold K. & Louisa B. Lenon - to \$43,000	Parcel 12
I-90	I-IG-90-1(17)60	Estate of Morris Howard, Deceased - to \$30,000	

Approval of Deeds & Easements was given on the following:

I-80N	I-IG-80N-2(16)54	Chevron Pipe Line Company	Parcels 30-1 & 31-1
I-80N	LSI-80N-4(2)	Chevron Pipe Line Company	Parcel 1.1
I-80N	I-IG-80N-1(22)50	Liberty Mobile Homes, Inc.	Parcel 54R

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SH 42	S-4769(5)	Margaret Smith	Parcel 8.1
	Mica Peak Relay Station	Neil Udell & Maureen Udell	

Approval of Proposed Conveyance to Olive E. Mathews, Virden J. Wixom and Pauline J. Wixom in Connection with the Kriley Gulch Rest Area, LSF-35-(4)3, US Highway 93. The Board agreed to recommend to the State Land Board to issue a quit claim deed to Olive E. Mathews, Virden J. Wixom and Pauline J. Wixom. In return they will quit claim the Kriley Gulch area to the State.

Approval of Permits to Use Right of Way was given on the following:

US 93	F.L.H. 1-B	James J. Marshall	2-68-10
US 20- 26	F-2351(7)	Idaho Power Company	2-68-11
US 20- 26	F-2351(7)	Clarence Wells	2-68-12
SH 50 (Interchange)	I-80N-3(14)185	Fred Stewart	2-68-13
US 20- 26-30	F.I. 3022(4)	City of Glenns Ferry	3-68-17
US 12	F-4201(20)	Chas. McCollister	4-67-100

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

Maintenance Yard 1290 Montpelier	Portion SE $\frac{1}{4}$ NW $\frac{1}{4}$ and SW $\frac{1}{4}$ NE $\frac{1}{4}$ , Section 34, Township 12 South, Range 44 East, Boise Meridian - to be sold for \$800.00
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Out of Court Settlement of Condemnation.

I-80N	I-80N-2(15)50	Real Estate Sales Corp.	Parcel 12
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Settlement of \$24,000 was approved by the Board.

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TUESDAY, MARCH 19, 1968

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

Stockpile No. 4451 - The work consists of furnishing aggregate for roadmix and cover coat material in stockpiles adjacent to S.H. 11, North of Pierce, in Clearwater County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on March 7, 1968, in the amount of \$19,450.00.

STM-6521(508) - The work consists of seal coating approximately 11.25 miles of SH-33, Jct. U.S. 191 - 4 Miles E. of Newdale, in Fremont and Madison Counties - State financed. The contract was awarded to Aslett Construction Co., Twin Falls, Idaho, the low bidder, on March 8, 1968, in the amount of \$24,493.75.

Stockpile No. 4560 - The work consists of furnishing aggregate for road mix and cover coat material in stockpiles adjacent to MP-105.9 (SH-14), Mill Creek West of Elk City, in Idaho County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on March 11, 1968, in the amount of \$20,600.00.

STM-6354(517) & Stockpile 6550 - The work consists of seal coating approximately 25.5 miles of US-93, South of Salmon (MP-275.0 - 300.5), and furnish aggregate for roadmix in Stockpile adjacent to MP-295.2 (US-93), in Lemhi County - State financed. The contract was awarded to Twin Falls Construction Co., Twin Falls, Idaho, the low bidder, on March 12, 1968, in the amount of \$50,426.25.

ST-4802(501) and Stockpile No. 4563 - The work consists of furnishing aggregate for roadmix on SH-99 from the Jct. of SH-3 and 99 approximately 3 miles northwesterly and in stockpile in the Kendrick Maintenance Yard (MP-326.9 - SH-3), in Latah County. The contract was awarded to Crow Rock Products, Inc., the low bidder, on March 12, 1968, in the amount of \$29,200.00.

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STM-5116(541) - The work consists of furnishing the paint and painting the Sandpoint Bridge on U.S. Highway 95, in Bonner County - State financed. The contract was awarded to Tate Paint Shop, Inc., Pullman, Washington, the low bidder, on March 26, 1968, in the amount of \$21,995.00.

STM-1032(526) - The work consists of placing a slurry seal coat on 11.17 miles of U.S. 191, Cedar Street - Sheepskin Road (Pocatello), in Bannock and Bingham Counties - State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on March 26, 1968, in the amount of \$34,235.00.

ST-6033(546) - The work consists of excavating soft spots and constructing a plant mix pavement and a plant mix seal coat on 0.643 mile of U.S. 20 (Broadway Avenue, Idaho Falls), in Bonneville County - State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on March 26, 1968, in the amount of \$67,027.50.

Stockpile Project No. 6548 - The work consists of furnishing sanding material in stockpile at the Dubois Maintenance Yard, in Clark County - State financed. The contract was awarded to Maverick Construction Co., Burley, Idaho, the low bidder, on March 29, 1968, in the amount of \$13,780.00.

S-5723(3) - The work consists of constructing the roadway, drainage structures, and a roadmix bituminous surfacing on 3.976 miles of the O'Gara Road, O'Gara - Jct. US-95A, in Kootenai County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to L. M. Johnson, Inc., Spokane, Washington, the low bidder, in the amount of \$213,899.40, after he has obtained an Idaho license.

Law Enforcement Commissioner Discusses Truck Weighing Problems.  
Commissioner Warner Mills appeared before the Board to discuss with the Board Law Enforcement's views on controlling weights of vehicles, particularly loaded logging trucks.

The problem of controlling legal loads on roads bypassing fixed scale sites was discussed. Mr. Mills replied that Law Enforcement could and would cite vehicles when they are overheight and/or overweight on such bypass roads.

Mr. Mills repeated his previous request that all scale sites, fixed or otherwise, should have holding areas for trucks when they are found with excessive weight which would permit holding vehicles until removal of the excess load was made, thus not tying up the scale site for the weighing of other vehicles.

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It was brought out that the difference in cost between a loadometer scale site and fixed scale site was basically the difference in the price of scale, scale house and loadometer scale costs, \$25,000 versus \$30,000, the difference of \$5,000 more on the fixed scale sites. Both sites would require the same amount of holding area and roadway construction to and from the scale.

Mr. Mills repeated his January request that authorization be given by the Board for the installation of eight additional permanent scale sites.

Mr. Flandro stated that "if Mr. Mills says he will do the job with the fixed scales, let's give them to him. Time is getting short to get these scales installed before the breakup and we can not afford to not provide the fixed scales if that is the answer."

Mr. Mathes stated that as soon as the Board made its decision, the scale installation would be started.

The Board authorized immediate installation and construction of four sites; Grangeville, Sandpoint North, Island Park and one other location site to be determined and subject to site priority concurrence of the four most needed locations by State Police Superintendent Clark Hand.

Commissioner Mills stated that unless more men were specifically hired to operate the portable scales he did not think the men in uniform would do it.

Commissioner Mills said there was a trend of industry now contracting with the logging truck operators to haul by the mile and weight instead of board feet only. This should eliminate many of the truckers reasons for hauling overweight loads than when being only paid for board feet haul. The reason, of course, being the greater variance in weight of the different species by the board feet method.

He also stated that jump scales (loadometers) do not stand up in court because "they are inaccurate."

Commissioner Mills suggested that the Department and the State Police meet with representatives of the logging industry to seek their cooperation in controlling overweight loads particularly during the spring breakup. This suggestion was made he said to improve the law enforcement image with logging truck operators which in the past has left a lot to be desired.

City of Boise Discusses Maintenance Costs of Urban Interchange Landscaping. Meeting before the Board were the following officials of the City of Boise: Mayor Jay Amyx and Council Members Elmo W. Orr, William Onweiler, Anna Hettinger, Buck Jones and Ralph Frazer.

Councilman Onweiler asked the Board to deviate from its long established policy with the cities of Idaho to release the City of Boise from maintenance costs of State highway Interstate interchange landscaping areas because Boise is the State Capitol and the highway user is the beneficiary of the landscaping. Thus, because Boise is the State Capitol and this being State Highway moneys, he said could supply the Board with justification for the Board to deviate from the set policy.

Board Member Flandro observed that the motorist coming into Boise also contributed greatly to the City of Boise by his expenditures while in town. He pointed out also that this policy has been in force so many years and accepted by other cities that it would be impossible for the Board to make an exception and change the policy at this late date expressly for any one city. He said the people in the automobiles as highway users are entitled to good highways as the first consideration of their highway user taxes. Landscaping is a second consideration with construction and maintenance assuming first place.

Chairman Symms stated that 50 per cent of the highway user revenue now goes for maintenance purposes and that no Federal funds are included in maintenance of Idaho's State Highway System.

Chairman Symms said that the City of Boise could have the degree of landscaping it desires at this time on the Boise Interstate interchanges providing maintenance would be assumed after construction was completed of the degree of landscaping requested. Otherwise, the Department will landscape the area with an arid natural habitat type of landscaping such as crested wheat grass and native plantings that do not require piping of water and sprinkling and maintenance will be by the Highway Department.

The delegation cited that there would be a severe erosion problem if landscaping was not installed to correct the erosion.

The Department reminded them that this would be an obligation of the Department and its landscaping people to so design the planting that would minimize erosion possibilities. They pointed out to the delegation that there were misapprehensions as to landscaping maintenance between Interstate interchanges and that responsibility for landscaping between interchanges would be taken care of by the Department of Highways. The landscaping agreements for Interstate projects with the cities of Idaho effect only those areas at the interchanges.



Mayor Amyx again urged the Department as soon as possible to provide grade lines for West State Street that commercial development might not be handicapped in not knowing what elevation to develop properties adjacent to State Highway 44, State Street.

Norman Crossley, Urban Engineer, reminded the Mayor that the Department before establishing these grade lines would have to be informed from the City as to where additional street connections are planned in order to properly evaluate drainage runoff hydraulic problems in establishing future grade lines of the highway. Thus, there was work for both the City and the Department to pursue before the final grade lines could be established.

Delegation Urges Fish Creek Cutoff, US 30N - Lava to Alexander, Programing. The following delegation appeared before the Board headed by Dr. C. A. Smith, Executive Director, Lava Foundation:

Glen Allen, Grace Lions, Grace  
 Reed Thomas, Lava Spa Motel, Lava Hot Springs  
 Kenneth Lloyd, Board Member, City of Grace  
 T. Clair Poole, Manager, U.P. & L. Co., Lava Hot Springs  
 Marvin Smith, Farmer, Grace  
 Leon E. Gates, Owner Grocery Business, Lava Hot Springs  
 Dale Koester, Farmer, Lava Hot Springs  
 Lynn Richards, Owner Cafe Business, Lava Hot Springs  
 Phillip Grant, Board Member, City of Lava Hot Springs

The delegation urged the Board to commit itself as to when the Fish Creek Cutoff projects could be started.

Board Member Flandro reminded the delegation that the Board still is hopeful that this road from McCammon to the Wyoming border may qualify for an addition to the present Interstate System in Idaho and that although a primary highway design might lend itself to approximately the same location, the Board has not allocated primary construction moneys for this cutoff at this time.

Chairman Symms asked the delegation as to their views in this thinking of the Board and the delegation, replied that they thought the Board should program construction on a primary basis as soon as moneys are available.

Lickley Delegation Discusses Access to U.S. 93, North of I-80N Twin Falls Interchange. Messrs. Ray, Larry and Albert Lickley, accompanied by State Senator Lloyd Barron and Chairman Harold Bulcher of Good Roads District No. 1, Jerome County, appeared before the Board and requested further change in access to property owned by the Lickleys in the north-east quadrant of the interchange.

The Messrs. Lickley asked the Board to consider shifting the local road access point on the east side of U.S. 93 several hundred feet south in order to better serve their potential commercial development property.

Chairman Symms stated the Board's preference to allow a local road connection at the section line as previously requested by the Good Roads District and that such a public road connection should be the first access point north of the interchange.

After further discussion, the Board agreed to withhold processing of the Good Roads District's request for a section line road connection pending the presentation of either a confirming request for such a connection or an alternate proposal.

Snarr and Cosgriff Protest With Regard to Outdoor Advertising Regulation. The following delegation appeared before the Board between 2:30 and 3:00 p.m. on March 19, 1968:

Harvey Lloyd, Lease Manager, Snarr Advertising, Salt Lake City,  
Utah

Frank P. Reese, Operations Manager, Snarr Advertising, Salt  
Lake City, Utah

Douglas T. Snarr, President, Snarr Advertising, Idaho Falls,  
Boise and Salt Lake City, Utah

Elbert E. Gass, Attorney, Snarr & Cosgriff Advertising, Twin Falls

Ralph Wilson, President, Cosgriff Outdoor Advertising, Twin Falls

Charles P. Cosgriff, Rep-Stockholder, Cosgriff Outdoor Advertising,  
Twin Falls

The delegation was advised that on the prior day, March 18, 1968, the Board deferred compliance with the licensing and permit regulations until 90 days from March 20, 1968. Mr. Snarr complained that he would still be unable to comply with the regulations because his Company was presently engaged in complying with similar regulations in the State of Utah. He further stated his inability to understand the nature of the information requested by the permit application forms and requested a meeting for the purpose of reviewing the application forms. Mr. Wilson of Cosgriff Outdoor Advertising stated that he was able to secure the required information at the Shoshone office of the Department, but was unable to acquire similar information at the Boise district office of the Department.

The Board directed the Department's Legal Division to meet with representatives of the outdoor advertising industry to discuss and consider the problems encountered by the industry under the present permit application forms. The Legal Division was instructed to report back to the Board at its next regular meeting as to the results of the proposed meeting and the adequacy of the 90 day time deferral previously granted.

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Mr. Snarr stated that he would telephone on the following Monday, March 25, 1968, and advise a convenient time for the meeting.

Idaho Motor Transport Association Appears Asking for Designated Routes for Triple Bottom Combination Vehicles. The following group appeared inquiring as to whether or not the Board had arrived at a decision to designate certain routes for movement of triple bottom combinations as provided in an enabling 1967 legislation:

Ollie Arbelbide, Manager-Director, Idaho Motor Transport Association  
 William Harris, President, Idaho Motor Transport Association  
 Dan Gilster, Director, Idaho Motor Transport Association  
 Robert Estell, Treasurer, Idaho Motor Transport Association

The Board deferred action on this matter until April since Board Vice-chairman Thomason was not present to make a full Board determination in the matter.

Stewart Delegation Discusses Access to U.S. 93, North of I-80N Twin Falls Interchange. Mr. Fred R. Stewart and Mr. Alma C. Clark accompanied by Chairman Harold Bulcher of Good Roads District No. 1 appeared before the Board concerning access to U.S. 93 from property owned by Messrs. Stewart and Clark situated west of U.S. Highway 93 and north of the I-80N interchange.

Mr. Stewart advocated that a public road connection at the section line, as previously requested by the Good Roads District, would provide a suitable first point of access north of the interchange.

Good Roads District Chairman Bulcher suggested a possible alternative that may resolve the differing opinion of all property owners involved. This proposed alternative would involve the conveyance of certain right-of-way and access rights required for future improvement of U.S. 93 north of the proposed section line road and, in turn, the Department would remove rock excavation from the right-of-way area to accommodate the proposed connecting access roads.

Board Apprised of Contract Savings That Could Complete Lowman - Stanley Road Earlier Than Scheduled. The Board was advised that the low bid received for the Warm Springs Creek Easterly paving work between Lowman and Stanley and the availability of unobligated Federal Lands Highway Funds from prior authorizations made it possible to finance this paving project entirely with Federal Lands Highway Funds. The Bureau of Public Roads has concurred in this change in financing.

As a result, the \$300,000 companion Federal Aid Primary project, previously pledged in conjunction with Warm Springs Creek Easterly work, is available for re-programming on the Lowman - Stanley route.

Upon recommendation of the Department, the Board authorized 1968 programming of the \$300,000 Federal Aid Primary project as an easterly extension of Forest Highway Project FH-25-4(3), 6.7 miles east of Lowman-East, making a total, combined project of \$1,100,000.

Board of Examiners Ruling Permitting Compensation for Jury Duty While Being Employed by the State of Idaho. The Department apprised the Board of the recent policy of the Board of Examiners authorizing the Department to allow employees serving jury duty to be paid for such duty in addition to regular pay as a State employee. It was pointed out that because of possible abuses a re-examination of the ruling might be in order limiting the length of jury duty to 15 days, similar to that of military duty. Also, that the Board of Examiners might want to consider that the employee be subpoenaed before being eligible for jury duty under such a policy.

The question of whether the employee should accept payment in addition to his salary for testifying in court cases was discussed. This is a related fiscal matter that was not covered in the recent Board of Examiners ruling and might well be considered when re-examination is given to the matter of extended jury duty services.

The Department was directed to apprise the Board of Examiners of these attendant unanswered questions involving jury duty and witness fee compensation.

The main concern of the Board and the Department in light of the above request is that of manpower shortage within the Department. The Board concurred with the philosophy reflected in the Board of Examiners' ruling -- that of the need of employees doing their share of jury duty when called upon to do so.

Overage Employment Extensions Granted. Upon the recommendation of the State Highway Engineer and with justification for the need of these people to continue their services with the Department, the Board concurred in extending the employment of Lyle Ferney (65 - August 30, 1967) and William Park (65 - July 29, 1968) of the Right of Way Division to February 15, 1969.

Out-of-State Travel. The Board approved the following out-of-state travel:

David Murray, Personnel Director, to Helena, Montana, April 17 - 20 for WASHO Personnel Conference.

One man to B.P.R. Regional Conference on Roadside Development, Portland, Oregon, April 2 - 3.

March 19, 1968

State Highway Engineer Mathes to represent AASHO on Committee called by Bridwell for transportation communications (signs) graphics, Washington, D.C., April 11 - 12. No cost to State for travel or subsistence.

W. W. Sacht, District 3 Engineer, to AASHO - NHUC Management Conference, Santa Fe, New Mexico, June 9 - 14.

One man to attend Regional AASHO Bridge Committee Meeting, Denver, Colorado, April 8 - 9.

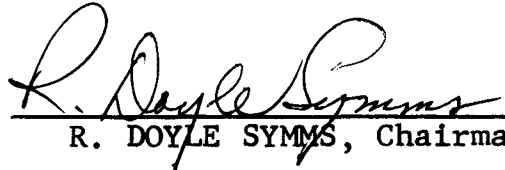
State Highway Engineer Mathes to Western Section Meeting, Institute of Traffic Engineers, Phoenix, Arizona, 3 days, early July.

Two men to San Francisco, California, to Bench Mark Test Computer Systems. Dates to be established.

Materials and Research Engineer L.F. Erickson to attend Triaxial Institute (Pavement Design) Conference at Klamath Falls, Oregon, April 24 - 25. Room and meals expense two days only.

WHEREUPON, the Board adjourned until its next meeting scheduled for April 15 & 16, 1968.

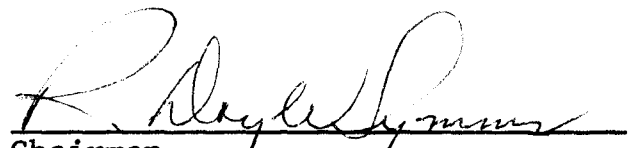
Read and Approved  
April 1, 1968  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

APPROVAL OF MINUTES

The Secretary of the Idaho Board of Highway Directors having presented the minutes of the last regular meeting of the Idaho Board of Highway Directors held on the 18th and 19th days of March 1968, I, the undersigned, hereby consent that such minutes are duly approved, ratified and confirmed, and the same are ordered to be filed.

Approved April 1, 1968

  
Chairman  
Idaho Board of Highway Directors

APPROVAL OF MINUTES

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Approved April 1, 1968

E. Ed Zlandro  
Member  
Idaho Board of Highway Directors

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

April 15 &amp; 16, 1968

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, April 15, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Howard B. Thomason, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The minutes of the March Board Meeting were approved April 1; handled by mail because of the immediate need for minute excerpts required in the Snarr Advertising Company court injunction case scheduled for April 12.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

ST-2361(555) & ST-2741(507) - The work consists of constructing a road mix pavement on 3.391 miles of US-30, Kimberly - Hansen, and road mix pavement and seal coat on 7.870 miles of S.H. 50, No. 5 Pts. - Hansen Road, in Twin Falls County - State financed. The contract was awarded to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, on April 15, 1968, in the amount of \$95,661.00.

S-6751(2) - The work consists of constructing the roadway, base, and a surface treatment on 5.801 miles of SH-28, Mud Lake Jct.-N.W., in Jefferson County - Federal Aid Secondary and State financed. The contract was awarded to Circle "A" Construction, Inc., Jerome, Idaho, the low bidder, on April 8, 1968, in the amount of \$221,160.50.

Stockpiles No. 5559 and 5560 - The work consists of furnishing aggregate for road mix pavement, cover coat and sanding material in stockpiles adjacent to SH-3 in the vicinity of Clarkia and Santa, in Shoshone and Benewah Counties - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on April 15, 1968, in the amount of \$20,550.00.

F-2361(19) & (20) - The work consists of constructing a plant mix pavement and seal coat on 9.188 miles (Banbury Hill) and 4.248 miles (Bliss - South), of U.S. Highway 30, in Twin Falls and Gooding Counties - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, in the amount of \$396,038.00.

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I-IG-80N-2(16)54, Section "A" - The work consists of grading a 4-lane divided roadway, drainage structures, special detour and plant mix cross roads on 6.237 miles of Interstate 80N, in Ada County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Industrial Construction Co., Inc., Reno, Nevada, the low bidder, in the amount of \$1,067,358.45.

I-IG-80N-2(16)54, Section "B" - The work consists of constructing 2-266' and 2-146' steel and concrete overpasses and 2-123' concrete overpasses on Interstate Highway 80N, in Ada County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Galey Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$442,400.00.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

STM-6471(565), 6521(503), 6806(501) & Stkp. 6549	Henry's Lake Flat, US 191 - Reynold's Pass, Mack's Inn - Big Springs
S-3810(4) "B"	Snake River Bridge (Glenns Ferry)
I-15-3(20)134	W. Roberts - 3 Mi. So. Dubois
STM-1481(537), ST-1778 (520), Stkps. 1556 & 1559	Soda Springs - Bennington, Cleveland - Thatcher
I-80N-4(5)232 Sec. "B"	Sublett & Juniper, Cassia & Oneida Counties
I-15-3(38)187 & ST-6033(548)	Pleasant Valley - 3 Mi. So. of Monida & 3 Mi. So. Monida - Montana State Line
F-FG-5116(21) Stockpile 4559	Sandpoint, North Kamiah Grade

Financing Participation Explored for Idaho Falls - A.E.C. Section, U.S. 20. Meeting with the Board by invitation were Mr. W. L. Ginkel, Manager, Atomic Energy Commission, of the National Reactor Testing Section in Idaho Falls, and Mr. Omar L. Homme, Idaho Division Engineer, Bureau of Public Roads.

Mr. Ginkel discussed with the Board possible ways of financing earlier than by regular Department programing improvement of the Idaho Falls to the Atomic Energy Section of U.S. 20.

He reminded the Board that when the original project was built in 1954 and the project completed, the agreement with the A.E.C. Commission who participated in the cost left no further obligation as far as the A.E.C. is concerned in road improvement or maintenance of that section.

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It was brought out that for the last two years the A.E.C. is now paying its gasoline use tax on both buses and official automobiles operating in Idaho which accounts for approximately 30 per cent of the vehicle count on this road but by tonnage a much larger percentage proportionally. From 1954 to 1966 the A.E.C. did not pay any fuel tax on its vehicles operating in Idaho.

The pertinent facts regarding the section needing rehabilitation are that the standards to which the project was built in 1954 were substandard for the need today to meet the loads that the roadway presently carries. The cinder base with which most of the project was built has been a contributing cause of base failure and deflection of the oil surfacing, necessitating ultimate rehabilitation of the base and surfacing.

The Board assured Mr. Ginkel that this project was not in the current five year planning program and that an earlier construction date may have to be met in improving the section if legal loads and present speeds are to be maintained for the vehicles using the section.

Mr. Ginkel agreed that an early solution to financing the project would be to search for ways and means of other Federal funds participation such as Defense Access Road Funds and/or Atomic Energy Commission appropriation moneys to participate with the State of Idaho in Federal Aid and State matching moneys on a joint basis. Mr. Ginkel stated he would coordinate this effort with Mr. Homme as relating to the request for Defense Access Road moneys.

The Board directed the Department to pursue all avenues of participation of interested agencies such as the U.S. Navy, etc., to participate as their interests indicate.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-3810(4) Sec. B (Bridge), Glenns Ferry Bridge, Elmore County - Idaho Power Company and Mountain States Telephone & Telegraph Company

F-FG-3112(10), U.S. Highway 95, Payette South, Payette County - Chevron Pipe Line Company

I-IG-80N-2(16)54, Vista - Isaac's Canyon, Ada County - Idaho Power Company and Chevron Pipe Line Company

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Board Approves Revision of Salary Classification - Board Policy

609. The Board approved the following:

Salary actions recommended by the State Highway Engineer affecting Department employees classified in Salary Grade 73 or higher involving actions in Step 6 and above shall be presented to the Board for their consideration.

Also, promotions or reclassifications to Salary Grade 73 or higher shall be presented to the Board for their consideration.

Consulting Engineering Agreement for Structures Between Mullan and Lookout Pass, Interstate 90, Approved. Upon the recommendation of the Consulting Engineering Committee after interviewing several consulting engineering firms, the Board approved a recommended agreement with Tudor Engineering Company of Boise to furnish the design for seven structures on the proposed Interstate 90 section between Mullan and Lookout Pass for \$41,500.

Board Approves Routes on State Highway System for Operation of Motor Vehicle Combinations up to 98 feet in Length. In accordance with Idaho Code 49-913, at the request of the Idaho Motor Transport Association and upon the recommendation of Assistant State Highway Engineer McCrea, the Board adopted certain inter-urban routes on the State Highway System upon which motor vehicle combinations up to 98 feet in length may safely operate.

The Board directed the Department to work in liaison with the industry and the cities for the operation of the above combinations in the urban area and report back to the Board a complete urban and inter-urban routing of 98 feet combinations in Idaho on the State Highway System.

The following inter-urban routes approved by the Board at this meeting are:

Interstate 80N from the Oregon line to Mountain Home and the connecting State Highways into Caldwell, Nampa and Mountain Home

State 69 from the Junction South of Meridian to Meridian, then U.S. 30 to Boise and East to Interstate 80N.

U.S. 20 from Caldwell to Boise

S.H. 44 from the junction with I-80N north of Caldwell to Boise

S.H. 16 from the junction with S.H. 44 to junction S.H. 52, then S.H. 52 to Emmett

U.S. 20 from Bliss to Gooding

S.H. 46, Gooding to Wendell and junction of S.H. 25

S.H. 25, Bliss to Jerome

I-80N, from Jerome eastward to junction I-15W, then I-15W and U.S. 30N eastward to Pocatello

U.S. 93 from the junction with I-80N south to the Nevada line

S.H. 27 from Paul to Burley

U.S. 30 and S.H. 24 from Burley to Rupert

I-15 from Arimo to the Montana line and connecting State Highways into Pocatello, Blackfoot and Idaho Falls

S.H. 88 from the junction with I-15 to Rexburg

I-90 and U.S. 10 from the Washington State line to Kellogg

S.H. 41 from the junction with U.S. 10 to Rathdrum

S.H. 53 from the Washington State line to U.S. 95

U.S. 95 from the junction with S.H. 53 to Sandpoint

The designating of these routes for operation of motor vehicle combinations up to a length of ninety-eight feet does not allow any greater weight imposed on the highway than that which was in effect July 1, 1956, unless allowable weights are subsequently modified by the State Legislature or the Board of Highway Directors.

The above combination vehicles operating on these designated highways shall conform to Gen. Order No. 130 adopted January 9, 1968, by the Idaho Public Utilities Commission and their rules and regulations covering transportation of persons and/or property over public highways of the State of Idaho by motor propelled vehicles.

Board Reviews Proposed Bureau of Public Roads New Public Hearing Requirements. State Highway Engineer Mathes reviewed a proposed U.S. Bureau of Public Roads Policy and Procedures Memorandum #20-8 relating to expanded requirements for public hearings.

The Board viewed the problem that the proposed memorandum:

1. Goes far beyond that covered in Title 23 of the Federal Aid Highway Act concerning the scope of public hearings.

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2. The two-hearing concept is unnecessary, extremely burdensome and a waste of money.
3. It would serve neither the interests of the public or that of individuals.
4. The proposal is too restrictive, causing unnecessary delays in the highway programming.
5. The present Policy and Procedures Memorandum on public hearings is entirely adequate and fully complies with the intent of Congress as set forth in Title 23 of the Federal Aid Highway Act.

After reviewing in detail the proposal and considerable discussion, the Board instructed the State Highway Engineer to request the American Association of State Highway Officials to poll the states in this matter and to respond to the Bureau of Public Roads inquiry of the requested Department review of the proposed regulations to the effect that existing regulations on the subject have proven most adequate and fully implements the Federal Aid Highway Act on this subject. The Board, therefore, could see no merit by changing the present hearing procedures such as those being proposed.

Subsidization of State Highway Map by Oil Company Denied. Board Secretary Summers apprised the Board of a proposal by Mr. L. H. Jackson, District Sales Representative for Continental Oil Company, wherein the Conoco Company proposed to finance the entire cost of a future Idaho highway map edition providing the back fold of the map would be reserved for advertising of Conoco Oil Company.

The Board determined that no change should be made in the type of map the Department has been distributing and that the map should continue to have no commercialization features on it, being strictly an official State Highway map.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 30	F-2361(11)	N. V. Sharp & Anna Sharp	Parcels 42, 42-E-1 & 42-E-2
US 30	F-2361(11)	S. E. Blair & Agnes C. Blair; John Blair & Annetta Blair	Parcels 2, 2-E-1 & 2-E-2

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US 30	F-2361(11)	Howard G. Parish & Lucille Y. Parish	Parcels 6 & 6-E-1
I-80N	I-80N-2(22)61	Heirs & Devisees of Bartemus Palmer, Deceased	Parcel 1
I-80N	I-80N-2(9)91	Bermensolo, Inc.	Parcel 4
I-80N	I-80N-2(9)91	Henry L. Leydett & Emma J. Leydett	Parcel 2

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

SH 45	S-3754(4)	Florence Henderliger "Lake Shore Service" - \$22,500	Parcel 26
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Approval of Permits to Use Right of Way was given on the following:

SH 50	S-2741(9) Const. S-2741(8) R/W	Fay J. Frahm, et al	Parcels 16 & 17 (Joint Approach)
SH 50	S-2741(9) Const. S-2741(8) R/W	Fay J. Frahm Orriette C. Sinclair	2-68-024 2-68-025
SH 50	S-2741(9) Const. S-2741(8) R/W	Coiner & Sons, Inc.	2-68-019

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

Maintenance Yard 3070 McCall	Portion Lots 1 & 2, Sec. 8, T. 18 N., R. 3 E., B.M. - to be sold for not less than \$4,000
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Resolution Abandoning a Portion of Right of Way in the Vicinity of Osburn Approved. The Board approved a resolution abandoning a portion of the right of way for present U.S. 10 in the vicinity of Osburn, Project F.I. 73(20).

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Report on Condemnation Settlements. A report on condemnation settlements was given on the following:

I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Emerson J. Collier - \$38,205	Parcel 1
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Cole Fire Protection District - \$68,000	Parcel 50
US 10A	FHP 5-1(2) F-5121(13) R/W	Erling & Vera Gasman: Robert G. & Leonora J. McNary; Harold S. & Josephine L. Bourgoin - \$25,000	Parcel 17-1
US 95	F-FG-3112(10)	H. E. King & Alma E. King - \$6,000	Parcel 33
US 95	F-FG-3112(10)	Roy & Esther Sweetwood, et al - \$27,750	Parcel 1
I-80N	I-80N-1(24)28	Fred W. Jordan, Jr. & Bettie J. Jordan; Lee Edward Jordan; Charles Workman Jordan & Ella M. Jordan - \$13,100	Parcel 29

Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

I-80N	I-80N-3(14)185	Lee & Mary B. Lucich	Parcel 1A
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Revised 1956 Standard Approach Policy Approved. The revised 1956 Standard Approach Policy dated April 1968 was approved by the Board for reprinting and to become the policy and guide in such matters by the Department.

Transferring State Owned Right of Way to Teton County Signed. The Board transferred to Teton County all right, title and interest of the State of Idaho in and to right of way acquired for a county road under Project S-66(1), extending from Victor-West, as shown in red on Exhibit A which is on file in Central Files, and as recommended and stated in marked Exhibit B-61, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 95 Bus.). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 Bus. from Jct. US 95-30 to US 95-30N as recommended and stated in marked Exhibit A-203, which is made a part hereof with like effect as though extended in full herein.

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Speed Control Zones in District 3 (US 95, 30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95-30N from Fruitland Urban Extension to Payette as recommended and stated in marked Exhibit A-204, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Payette (US 30N-95, SH 52, US 95 Bus.) The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30N-95, SH 52, US 95 Bus. in the City of Payette, as recommended and stated in marked Exhibit A-205, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Fruitland (US 30, US 95-30N, US 30-95). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30, US 95-30N, US 30-95 in the City of Fruitland, as recommended and stated in marked Exhibit A-206, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

I. <u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-FG-1531(2)	Washington Street, Montpelier	
	Beginning of Project - Railroad Tracks *	**Partial Control, Type "A"
	Railroad Overpass Structure and Approaches	Full Control
	Railroad Tracks - US 30N *	Standard Approach Policy
*Excluding Railroad Overpass Structure and Approaches		
II. I-15-1(15)31	Downey I.C. (excl) - Virginia I.C. (incl)	
	Full Control of Access on the Interstate portion of this project was passed by the Board of Highway Directors at their January 14, 1967, meeting.	
	The following access control minutes pertain to that portion of the above project involving realignment of U.S. Highway 91 at the Virginia Interchange:	
	Station 37+48 - 53+03	***Partial Control, Type "E"
	Station 53+03 - 87+00	**Partial Control, Type "A"

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## \*\* PARTIAL CONTROL, TYPE "A"

### Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

### Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

### New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

### Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

\*\*\* PARTIAL CONTROL, TYPE "E"

### Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

### Private Approaches

No private approaches will be allowed.

Board Views Updated Cost Estimates for Relocation of US 191-20, Rigby - Sugar City. The Board viewed updated cost estimates of the Rigby to Sugar City section of the proposed "west side" and "existing improved route" involving the proposed relocation of US 191-20, and a cost estimate of a "closer to the tracks" route at Rexburg than that shown in the 1964 route study for the "west side" route.

The cost of the latter being the lesser of the three and in the Board's opinion might compromise all factions in the Rexburg US 191-20 route location controversy.

The Board directed Secretary Summers to invite the official family of the City of Rexburg to view the revised cost study figures that they may take the matter under consideration as to their views in the matter as it may affect the future route of US 191-20 through Rexburg.

US 191 Alternate Connections to Revised Highway Location at Rigby Considered. The Planning & Traffic Division submitted three alternates that would connect the old highway at the newly located US 191 occasioned by the elimination of the Rigby underpass:

Plan A from a direct extension of old US 191 to connect with State Highway 48 with a cost of \$139,000.

Plan B would essentially do the same except utilizing an existing structure with reverse curvature with a cost of \$96,000.

Plan C would connect the old highway with the new location about one mile south of Rigby with a cost of \$86,000.

The Board favored Plan A or B and directed the Department to obtain an expression from the City of Rigby of these two. The Board, however, urged the Department to encourage the City to settle on Plan B which would be \$43,000 cheaper than Plan A. Failing -- then to settle for Plan A.

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Board Reviews Fred Stewart's Proposal of Connection to U.S. 93 North of I-80N Twin Falls Interchange. The Board read Mr. Stewart's letter of April 1 setting forth in writing his proposal made at the March Board Meeting involving a location of the Highway District's east-west road connection to U.S. 93.

The Board directed the Department to advise Mr. Stewart that the estimated cost of rock excavation for proposed frontage roads considerably exceeds the estimated value of land offered for additional right-of-way and that the Department, therefore, could not accept the specific proposal of Mr. Stewart's April 1 letter to the Highway Board.

The Board further determined that a public road connection at the section line would be the first access permitted north of the Interchange and to so advise the Good Roads District.

TUESDAY, APRIL 16, 1968

The meeting of the Highway Board reconvened at 9:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
Howard B. Thomason, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Board Approves \$5,000 Department Participation in Administrative Services State Computer Utilization Study. Appearing before the Board were William Carter, Administrator, Administrative Services, and his assistant, Von Bolander, explaining the proposed computer utilization study for all departments in State government and the breakdown of the Department's share of \$5,000 of \$35,000 contracted with the firm of Ernst and Ernst, consultants the Administrative Services proposed to engage for the study.

The Board approved the Department's participation in the amount of \$5,000.

U.S. 95 Association Inquires as to Projects. Meeting before the Board were the following delegation from the U.S. 95 Association:

Edwin Miller, President, U.S. 95 Association, Weiser  
John B. Lloyd, Secretary, U.S. 95 Association, Weiser  
Evan Dixon, New Meadows  
James G. Grant, President, Weiser Chamber of Commerce

Homer Anderson, Homedale Chamber of Commerce  
 Don L. Shaffer, Homedale Chamber of Commerce  
 Grant B. Williamsen, Cambridge  
 Tobe Masingill, Payette Chamber of Commerce  
 Clay Sutton, State Representative, Midvale  
 Arthur Wilson, Cambridge

The delegation inquired as to what program the Department has for this year on U.S. 95.

W. W. Sacht, District 3 Engineer, and R. B. Christensen, Assistant State Highway Engineer (Engineering), outlined the projects at Sandpoint, Bonners Ferry, Robinson Creek, Homedale and Payette. The progress of the Mesa Hill and the Oregon Line to Homedale studies were explained by Mr. Sacht.

Chairman Symms stated that the Department has been attempting, but with no avail, to obtain Public Land Funds for the relocation of U.S. 95 from the Oregon line north and will continue the request as similar funds become available in the future.

Unused Surplus County Federal Aid Secondary Road Funds Declared.  
 Secondary Roads Engineer Marcey Laragan apprised the Board that fifteen counties have a total of \$531,600 of unused 1967 calendar year Federal Aid Secondary Funds.

Gem County, with a \$22,200 surplus, desires to turn that amount over to the Department to use on the Payette River Bridge at the north Emmett city limits on State Highway 52 programed for 1968 construction and expected to cost \$126,000. The Board determined to accept Gem County's offer, leaving \$509,400 surplus funds. The acceptance of this Gem County Federal Aid without matching local moneys is contrary to the Board's previous policy in this matter; but since the Department is at this time short of Federal Aid Secondary Road Funds, the Board determined in this instance to deviate from this policy.

The Board authorized the Department to offer the \$509,400 to those counties who have Secondary Road projects engineered and ready to go to contract in 1968 who lack sufficient Federal Aid allocation to finance said projects. Dispersal of the surplus FAS Funds should be guided by the urgency of need of the respective counties bidding for the surplus funds.

The allocation of the funds will be determined by the Board at a future Board meeting when sufficient notice has been granted those counties having projects at the ready to advertise status.

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The Board directed the Department to issue a statewide news release listing those counties and the amount of unused Federal Aid that the people of the counties may be aware of the local jurisdictions failure in availing themselves of the Federal Aid moneys during 1967.

Appeal of Court Cases to be Considered. Upon the recommendation of Chief Legal Counsel Tway, the Board authorized the Legal Division, if in their opinion there are good grounds for winning an appeal, that appeal should be made to the Supreme Court in the Cole Fire District condemnation case and the Emerson J. Collier condemnation case.

The basis of appeal is because the court did permit defense counsel to cross-examine our appraisal witnesses concerning the value of other lands that had been appraised but not directly involved in this case.

When the Legal Division further researches this matter and before the filing date is passed, the matter will be reviewed with the Board before filing the Supreme Court appeal.

Clearwater Scout Council Offers to Clear Lewiston Hill Right of Way of Litter. The Clearwater Scout Council, through Mr. L. T. McCarthy, offered the services of the scout troupes in the Council under the supervision of scout leaders to clear the Lewiston Hill, U.S. 95, right of way of litter as a scouting project.

The Board authorized the Lewiston District Office to accept the offer providing the District approve the methods used to protect the traveling public and the Boy Scouts working on the project, that proof of insurance freeing the Department of liability is presented to the District Engineer and that releases of liability to the Department are signed by all parents of scouts participating.

Miscellaneous Correspondence. The following miscellaneous correspondence was read and replies directed:

1. Fred Dolbeer regarding Pocatello junkyard.
2. Southeast Idaho Chamber of Commerce Tour to Flagg Ranch from Ashton, Friday, August 2.
3. State Soil Conservation Administrative Officer Doyle Scott regarding cooperative agreement request.
4. Appreciation of SH-99 Troy - Kendrick Road, Raymon Soderstrom.
5. Carl Agren's April 4 letter regarding Rexburg situation.
6. City of Shelley regarding location of US 191 - Ucon to St. Anthony.

April 16, 1968

7. Letter from K. V. Hanson, Ogden, Utah, regarding Montpelier Overpass.
8. State communications conversion letter.

Out-of-State Travel. The Board approved the following out-of-state travel:

1. Ed Equals, Planning Survey Manager, to WASHO Planning Conference, Scottsdale, Arizona, May 16 - 17.
2. Roy Jump, Maintenance Engineer, to WASHO Maintenance Conference, Salt Lake City, Utah, April 23 - 24.
3. Board Secretary Summers to Council of State Government's Meeting, Phoenix, Arizona, April 29 - May 2.
4. One man to attend Highway Information Exchange Conference, Helena, Montana, April 29 - 30.
5. L. F. Erickson, Materials & Research Engineer, to attend reorganization of Highway Research Board, Warrenton, Virginia, May 13 - 14, transportation paid.
6. One man to attend AASHO Right of Way Meeting, Yakima, Washington, May 2 - 4.
7. Phillip Marsh, Planning & Traffic Engineer, to National Highway Safety Bureau Training Conference on Highway Safety Program Elements, Oakland, California, May 8 - 10 (Travel and subsistence to be paid by Automotive Safety Foundation).
8. One Department computer oriented person to Menlo Park, California, April 23 - 24, as requested by William Carter, Administrator, Administrative Services, Division of Management Services.

Board Concurs in the Deletion of the Overlapping Number of U.S. 195 Route Designation, Sandpoint to Newport, Washington. The Planning & Traffic Division apprised the Board that to eliminate an excessive overlaying of route numbers recommended that U.S. 195 route be eliminated from Sandpoint to Newport and from the Washington State Line north of Lewiston to the junction of U.S. 95. It was pointed out that the State of Washington is joining in this U.S. 195 elimination of overlapping route numbers in Washington.

Whereupon, the Board approved the elimination of U.S. 195 in Idaho.

April 16, 1968

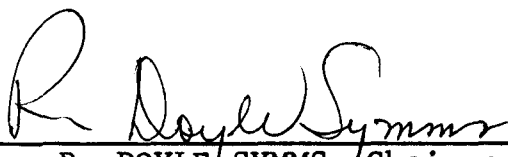
Board Sets Meeting Dates. The Board set the following meeting dates:

June - Thursday, June 6, through Friday, June 7

July & August (Meetings combined) - Wednesday, July 31,  
Thursday, August 1, and Friday, August 2

WHEREUPON, the Board adjourned until its next meeting scheduled for May 13, and North Idaho Board Tour scheduled for May 14 - 18, 1968.

Read and Approved  
May 13, 1968  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

# MINUTES OF A SPECIAL MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

May 2, 1968

The Idaho Board of Highway Directors met in a special meeting with Governor Don Samuelson on Thursday morning, May 2, 1968, at the State Capitol Building, Boise, Idaho. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Howard B. Thomason, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1

Governor Refers Computer Rental and Department's Computer Hardware Purchase to Computer Committee and Administrative Services. The Governor, after discussing the Department's computer rental and acquisition desires with the Board May 2, contacted Administrative Services Director William Carter requesting that he and the State Computer Committee (composed of Department heads interested in the use of the State computer) meet with the Department and Board Chairman Symms to discuss the State's central computer planning and Department's computer planning progress both as to the Department's computer rental and computer hardware acquisition needs.

The Governor did not choose to go over the heads of the State Computer Committee in these matters.

May 2, 1968

Governor Urges Revitalizing Department's "Over the Road" Maintenance Program. Implementation of an incentive program in the highway maintenance field to properly recognize those crews by districts which have shown outstanding performance in maintenance was urged by the Governor.

The Governor suggested holding a banquet in Boise once a year in which he would award the outstanding crew in each district and the outstanding district appropriate awards.

It was also agreed by the Governor and the Board that the Board's Secretary would make regular checks with the Maintenance Engineer as to actual maintenance procedures and expenses and report to the Board his findings and recommendations. This to be part of his job description. Maintenance complaints by district will be referred to Board members after receipt and implementation of Department action.

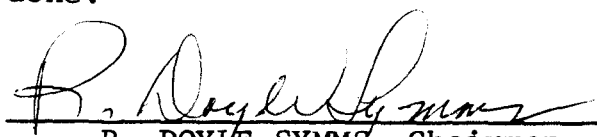
Deputy State Highway Engineer Post Authorized. Agreement was reached on the establishment of a new position -- that of Deputy State Highway Engineer to assist and take part of the work load off our State Highway Engineer. It being evident that our State Engineer is being overworked at the present time. The salary schedule is to be suggested in an area between the Assistant State Highway Engineers and the State Highway Engineer.

Board Secretary Post Re-evaluated and Job Description Broadened -- Additional Duties. The Board discussed making a small change in the Board Secretary's job description that would insure a closer liaison between the Board and the Governor's office which would take some of the responsibility off of the Highway Department heads for this purpose.

The Board Secretary's office to be renamed on a more businesslike theme -- suggested name being Executive Secretary and Hearing Officer.

Governor Requests New Staff Job Descriptions and Organization Chart. Governor Samuelson asked that new job descriptions on all positions as well as a new organization chart of the top echelon positions be submitted to him as soon as possible.

Implementation of the Foregoing Actions Discussed. Mr. Symms and Mr. Thomason discussed these matters later in the day with R. B. Christensen, N. L. McCrea and Wayne Summers, who are familiar with the new arrangements and the work to be done.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
May 13, 1968  
Boise, Idaho

May 2, 1968



## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

Boise - May 13 &amp; 14, 1968

North Idaho Tour - May 14, 15, 16 &amp; 17, 1968

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, May 13, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
 Howard B. Thomason, Vice-chairman - Director, District 3  
 C. Ed Flandro, Member - Director, District 1  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Secretary of the Board

Minutes. The Board approved the minutes of the April Board Meeting and the special May 2 Board Meeting.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

ST-5738(507) & Stkp. No. 5563	Jct. U.S. 95 - Farragut
I-90-1(56)47	Smelterville & New St., I.C. Illumination
S-1787(1)	Jct. S.H. 34 - Conda
S-2869(2)	400 West Road
SU-6709(2)	Higbee Ave. to St. Clair Ave.
I-80N-3(40)164	W. Jerome I.C. - Greenwood
I-15-1(15)31	Downey I.C. (excl.) - Virginia I.C. (incl.)

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

S-1706(2) & (3) - The work consists of constructing the roadway and a bituminous surface treatment on 2.103 miles and surfacing and road mix bituminous surfacing on 2.555 miles of the Elkhorn Dam Road Ext., Elkhorn Dam - Daniels, in Oneida County - Federal Aid Secondary and County financed. The contract was awarded to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, on April 29, 1968, in the amount of \$169,694.98.

STM-6471(565), 6561(503), 6806(501), & Stockpile No. 6549 - The work consists of constructing a plant mix wearing course on 8.04 miles of U.S. 191, Henry's Lake Flat, seal coating 9 miles of SH-87, US 191 - Reynold's Pass and 5 miles of SH-84, Mack's Inn - Big Springs, and

May 13, 1968

furnishing aggregate for roadmix in stockpile at Targhee Creek, in Fremont County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on April 29, 1968, in the amount of \$113,115.00.

I-15-3(37)111 - The work consists of constructing a plant mix wearing course on a 4-lane divided roadway on 16.058 miles of I-15, Bingham County Line - Bassett, in Bonneville County - Federal Aid Interstate and State financed. The contract was awarded to Aslett Construction Co., Twin Falls, Idaho, the low bidder, on May 20, 1968, in the amount of \$205,718.50.

S-3810(4), Sec. "B" - The work consists of constructing a 511' concrete bridge over the Snake River, in the vicinity of Glens Ferry, in Elmore County - Federal Aid Secondary and County financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on May 20, 1968, in the amount of \$212,017.00.

I-15-3(20)134 - The work consists of constructing a plant mix pavement and seal coating on approximately 27.833 miles of Interstate 15, in Jefferson and Clark Counties - Federal Aid Interstate and State financed. The contract was awarded to Western Construction Co., Inc., Boise, Idaho, the low bidder, on May 21, 1968, in the amount of \$474,821.25.

I-80N-3(35)184, Sec. "B" - The work consists of constructing two rest areas with comfort and convenience facilities in the vicinity of the US-93 Junction on Interstate Highway I-80N, in Jerome County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Gary D. Jones, Burley, Idaho, the low bidder, in the amount of \$233,804.36.

STM-1481(537) & ST-1778(520), Stockpiles 1556 & 1559 - The work consists of seal coating on approximately 24.4 miles of U.S. 30N, Soda Springs-Bennington and on 4.0 miles of S.H. 34, Cleveland - Thatcher, and roadmix aggregate in stockpiles in the vicinity of Montpelier and Soda Springs, in Caribou, Franklin and Bear Lake Counties - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on May 21, 1968, in the amount of \$68,535.50.

I-80N-4(5)232, Sec. "B" - The work consists of reconditioning the existing road, constructing an aggregate base course, a plant mix base course, a plant mix pavement, signing and delineation, on 18.826 miles of I-80N between Sublett and Juniper, in Cassia and Oneida Counties - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Grant Construction Co. & Inland Asphalt Company, Hayden Lake, Idaho, the low bidder, in the amount of \$2,432,925.60.

May 13, 1968

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-1787(1), Conda Road, Caribou County - Mountain States Telephone & Telegraph Company

SU-6709(2), 17th St. (Higbee Ave.-St. Clair Ave.), Bonneville County - Mountain States Telephone & Telegraph Company, Inter-mountain Gas Company and City of Idaho Falls, Electric Light Division

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 20- 191	F-FG-6471(32)	H. C. Frew & Marie A. Frew; S. H. Bennion & Faye J. Bennion; Raymond A. Burger & Minnie M. Burger	Parcels 14 & 14-E-1 to 14-E-4 incl.
US 20- 191	F-FG-6471(32)	S. H. Bennion & Faye J. Bennion; Raymond A. Burger & Minnie M. Burger	Parcels 17 & 17-E-1 & 17-E-2
US 95	F-FG-5116(8)	Vernon E. Sandy	Parcels 28 & 28-E-1
US 30	F-2361(11)	Sherman L. Wright, Don Charles Wright, Gail Sherman Wright, Shirley L. Wright, Larry Richard Wright, & Caroline Ann Wright	Parcels 4 & 4-E-1
US 30	F-2361(11)	Florence I. DeKlotz & William Olson & Jessie DeKlotz Olson	Parcels 8 & 8-E-1 & 8-E-2
US 30	F-2361(11)	Florence I. DeKlotz & Gilbert F. DeKlotz, Jr. & Eleanore DeKlotz	Parcels 11 & 11-E-1
US 30	F-2361(11)	Florence I. DeKlotz	Parcels 13 & 13-E-1
US 30	F-2361(11)	L. V. Royster & Anna E. Royster	Parcels 25 & 25-E-1

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US 30	F-2361(11)	Newton L. Johnson & M. Johnson	Parcels 33 & 33-E-1
US 30	F-2361(11)	Dean Johnson & the Heirs & Devisees of Nell Johnson, Deceased	Parcels 37 & 37-E-1
US 30	F-2361(11)	Cecil F. Casper & Viola Casper	Parcels 45 & 45-E-1
US 30	F-2361(11)	L. V. Royster & Anna E. Royster	Parcels 51 & 51-E-1

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 20	F-FG-6471(32)	L. E. Jenkins - up to \$26,500	Parcel 6
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Approval of Deeds & Easement was given on the following:

I-80N	I-80N-2(9)91	Juanita Barrutia	Parcel 5R
US 12	F-4201(6)	Charles J. McCollister & W. June McCollister	Parcel 2.1
I-90	I-90-1(54)42 Const. I-90-1(21)42 R/W	El Paso Natural Gas Company	Parcels 116.1, 120.1 & 121.1

Approval of Permits to Use Right of Way was given on the following:

US 30S	F.I. 2011(1)	Glenn L. Jones	2-68-032
SH 3	S-4769(5)	Garnett Wilson	4-68-22
US 91	F.I. 6033(1)	Richard Phillips	6-68-12

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-15W	I-15W-4(1)88 formerly IN-1024(5)	Portion SE $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 21, T. 7 S., R. 31 E., B.M. (South of I-15W just west of easterly American Falls I.C.) - to be sold for not less than \$700	Parcel 28-R
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I-15	I-15-3(3)117	Portion of NW $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 24, T. 2 N., R. 37 E., B.M. (South of W. Broadway & east of I-15) - to be sold for not less than \$7,500	Parcels B $\frac{1}{2}$ & C $\frac{1}{2}$
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Witness Fee on Subpoena Basis Policy Approved. The Board was apprised that the Board of Examiners in a recent ruling on jury duty fees referred the matter of witness fees to the respective Departments to set their own policy.

The Board did determine that witness fees by Department personnel should be retained by the employee only when subpoenaed.

Federal Highway Administrator for the Secretary of Transportation Signs State of Idaho Junkyard Agreement. The Board was advised that the Federal Highway Administrator has approved the definition of the unzoned industrial area in Idaho for the use in implementing the provisions of the Junkyard Control Program on Idaho's Primary and Interstate Systems.

State Highway Engineer Authorized to Renew Highway Research Board Correlation Service. The Board authorized the State Highway Engineer to annually renew the Department's pro rata cost as a participant and recipient of the Highway Research Board Correlation Service.

Real Estate Appraisal School Attendance Approved. The Board authorized one person from the Legal Division and one person from the Right of Way Division to attend the Idaho State University sponsored Real Estate Appraisal Course I School at Pocatello June 17 - 29.

Out-of-State Travel. The Board approved the following out-of-state travel:

Six department people to attend the WASHO Convention, Cheyenne, Wyoming, September 15 - 20.

Roy W. Jump, State Maintenance Engineer, to attend AASHO Maintenance and Equipment Committee Meeting, Columbus, Ohio, July 22 - 26.

Appeals Authorized in Cole School Fire District and Collier Court Cases. The Legal Division, through Tony Hohler, apprised the Board that in the Legal Division's opinion there is sufficient evidence to successfully appeal the Cole School Fire District and Collier right of way cases on the Boise Interstate connector to the Supreme Court based on the fact that the District Court permitted the defense to introduce testimony of appraisal valuations of properties other than those under contest which is contrary to established District court procedure in condemnation matters.

The Legal Division recommended the appeals be entered into because of the far reaching nature in future condemnation court cases if such defense practices are permitted to continue. Law needs to be established in the matter and for this reason alone the Legal Division recommended taking these two cases to the Idaho Supreme Court.

Madison County U.S. 191 Rehearing Status Reported. The Department reported to the Board the results of the meeting with City of Rexburg officials on April 18 in Boise.

The Board was apprised that the Rexburg officials queried as to the Board's attitude as to a possible rehearing on some route other than the "Existing Improved Route."

The Board Secretary explained to the group that before the Board would be willing to abandon their position in support of the "Existing Improved Route," the Board would have to be assured that such different location would have to have the full endorsement of the officials of the Cities of Rexburg, Sugar City and the Madison County Commissioners. Without this full local endorsement, the Board would not care to abandon the "Existing Improved Route" because of the possibility of any one of the three official bodies entering into a long drawn out legal entanglement through appeals which could delay the much needed improvement of U.S. 191 indefinitely. A full report of this meeting may be found in Central Files under date of April 22, 1968, by Planning Engineer Tisdale.

The Rexburg officials left the meeting with full intentions of taking the comparative costs and benefits of the "Existing Improved Route" and the "Canal Route" back to their local people with the idea of encouraging the City of Sugar City and the Madison County Commissioners to arrive at an uniform agreement for a rehearing on the so-called "Canal Route" west of the railroad.

Miscellaneous Correspondence Reviewed. The Board reviewed the following miscellaneous correspondence:

1. Gem Highway District Chairman Everett Clark's letter of April 15 regarding blinker light and rest area at U.S. 95 - S.H. 55. The light had previously been authorized by the Board.
2. Mayor Betty R. Lang, Roberts, letter of March 28 to Governor Samuelson, regarding Diamond Road Overpass interchange request. The Board reaffirmed its negative action in the matter taken March 18.
3. St. Maries Drivers Training Class letters on St. Maries area State highway needs.

May 13, 1968

Computer (Administrators) Committee Meets with Board. The following Computer (Administrators) Committee met with the Board:

James A. Defenbach  
Clyde Koontz  
Bill Petersen  
Joe Williams  
Warner Mills

Fred Garrett  
Bill Child  
Dick Hughes  
Harold Snow

Also in attendance were:

William Carter, Administrator, Management Services  
Von Bolander, Asst. Administrator, Management Services  
Ray Clovis, Management Services  
James Scott, Department of Employment  
Chester Graham, Auditor's Office  
Dick Subry, Auto-Tronix Universal

Board Chairman Symms stated the Board's concern in the sizable future cost to the Department of any further delay in an orderly selection of computer hardware contemplated by Management Services as indicated by the Computer Committee's decision to delay for a period up to 120 days the final selection of a computer for the State Service Center.

Board Vice-chairman Thomason stated that it is a major concern of the Highway Department to continue importing at the earliest possible date applications from other state highway departments to achieve potential savings cited in the recently completed Department's data processing study. Such potential savings, he said, were reported by the computer consultants to be some \$100,000 per month.

The Department's presentation centered around the fact that highway departments throughout the country who exchange computer programs with one another on engineering applications are for the most part programed to I.B.M. computer hardware and that the conversion costs to any other equipment negates a large part of the potential savings to the Idaho Department of Highways if forced to convert computer language and programing to the Richland Service Center's Univac. Because of the delay in selecting computer hardware for Idaho's State Computer Service Center, the Department is in need of authorization to utilize a local industrial I.B.M. computer on a time sharing basis that the Department's investment in a completed computer utilization study not be wasted thus enabling the Department to continue in its advanced stage of testing and applying engineering computer programs now being imported from other state highway departments.

Mr. Carter said Management Services Division would under these circumstances assist the Highway Department in obtaining computer services on any configuration needed, locally, or remote.

The Department is authorized to purchase such time sharing as necessary on engineering applications from local private sources particularly on imported engineering programs involving substantial program conversion computer costs.

The Department made it clear that accounting and administrative computer service needs presented no problem in using Univac configured equipment and would continue to cooperate in these programs with the Administrative Service Department.

Mr. Carter stated that the work load of the Highway Department performed at private local computer centers would be reviewed by Ernst & Ernst in the course of the state-wide computer utilization study and would be taken into consideration in the final selection of and the installation date for the computer to serve the various State agencies.

TUESDAY, MAY 14, 1968

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
Howard B. Thomason, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Speed Control Zones in District One (S.H. 39). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on S.H. 39 from American Falls Urban Extension to Junction with U.S. 26 as recommended and stated in marked Exhibit A-207, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Pocatello (U.S. 30N, U.S. 30N Bus., U.S. 91 Bus., U.S. 191, U.S. 91, I-15). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on U.S. 30N, U.S. 30N Bus., U.S. 91 Bus., U.S. 191, U.S. 91, I-15 in the City of Pocatello, as recommended and stated in marked Exhibit A-208, which is made a part hereof with like effect as though extended in full herein.

Abandonment and Relinquishment from the State Highway System (U.S. 30N). The Board approved the abandonment and relinquishment of a portion of State Highway No. U.S. 30N, 0.295 miles in length and described as beginning at a junction with the Pegram Road and extending westerly, and intermittent sections of State Highway No. 30N, 3.600 miles in length and described as beginning at a point 6.585 miles south

May 14, 1968



of the South City Limits of Montpelier and ending at a point 0.400 mile west of a junction with the Pegram Road, as shown in official Exhibit B-62, which is made a part hereof with like effect as though extended in full herein.

Resolution Prohibiting Use of Certain Sections of Interstate by Non-Motorized Traffic, etc., Executed. The Board rescinded a resolution of the Board of Highway Directors dated April 13, 1964, because certain revisions, additions and deletions to the resolution were in order, and executed a resolution designating that the use of those sections of Interstate Routes I-80N, I-15W, I-15 and I-90 is prohibited for use by non-motorized traffic, etc., as shown in marked Exhibit C-45, which is made a part hereof with like effect as though extended in full herein.

Board Views Lewiston Hill Alternate Relocations, U.S. 95. The Department submitted a preliminary view of alternates involving gradients and distances from the Clearwater River to the top of the canyon north of Lewiston as a possible replacement of the present U.S. 95 Lewiston hill grade. Routes up Hatwai Creek, both the North Fork and the East Fork, and a third alternate on the south ridge of Hatwai Creek were discussed.

The Board urged the Department to give full consideration in furthering this route study to keep in mind as much as possible the benefits to the Idaho cities north of Lewiston by a route location that would produce as much Idaho user revenues by motorists staying in Idaho when the final recommendation of the Department is brought to the Board for a route on which to go to public hearing.

The Department is planning a completion of the study for submittal to the Board with a recommendation at the September or October Board meetings.

Commerce and Development Replies to Historical Signs Booklet Participation. Louise Shadduck, Executive Director of Commerce and Development, replied that they would be interested in taking approximately 5,000 of the historical signs booklets at an approximate cost of \$700. This was based on the 30,000 (largest) printing with an estimated cost of \$5,627.

Board Approves Transfer of Unclaimed Public Institutional Annual \$30,000 Allocation. The Board was apprised that the Department of Public Works has claimed only \$8,000 of its 1967 - 68 allocation of \$30,000 for the improvement of roadways, parks, etc., at public institutions by the Department.

The Board authorized the Department to inquire of the Public Works Department as to its concurrence of the transfer of the remaining \$22,000 to the Parks Department should they need it in addition to their \$30,000 annual allocation of work to be done by the Department on roadways, parks, etc., in State parks.

The Secretary was directed to advise the Governor of this matter.

### NORTH IDAHO TOUR

The Board left Boise at 10 a.m., Tuesday, May 14, 1968, for a tour of North Idaho. Those on the tour were:

R. Doyle Symms, Chairman  
 Howard B. Thomason, Vice-chairman  
 C. Ed Flandro, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Secretary of the Board  
 R. B. Christensen, Assistant State Highway Engineer (Engineering)  
 Ralph M. Phillips, Regional Engineer, Federal Highway  
 Administration, Bureau of Public Roads, Portland  
 Omar L. Homme, Division Engineer, Federal Highway Administration,  
 Bureau of Public Roads, Boise

District Engineers from the respective Districts accompanied the Board on tour in their Districts.

The Board viewed Interstate 80N to Ontario, Oregon, U.S. 30 to Gayway Junction, and U.S. 95 to Grangeville.

### WEDNESDAY, MAY 15, 1968

Grangeville - Cottonwood Meeting. The Board met at a breakfast meeting with the Grangeville and Cottonwood Chambers of Commerce with 18 people present and heard requests for the improvement of State Highway 7 from U.S. 95 to the Lawyer's Canyon. The group urged that major reconstruction with an oiled surface be applied to the section. It was also stated that traffic counts should be made when the road was in good condition.

The Cottonwood people inquired as to the timing of planned projects on U.S. 95 between Grangeville and Lewiston.

The Board stated that because of the need for completing the White Bird Hill, an approximately \$7 million undertaking, they could not consider improving U.S. 95 north of Grangeville until the White Bird projects had been completed which would take approximately four years. It is the Board's thinking that the next project in the area on U.S. 95 after White Bird would probably be the Cottonwood north and south project which would bypass Cottonwood on the northeast and rejoin the present alignment near the motel north of town.

May 15, 1968

The Board stated that no commitments are being made to improve any State Highway System roads on the Camas Prairie until the present Camas Prairie route study has been completed and the Board analyzes which roads should have what priority as well as merit continuing as a part of the State Highway System.

The Board viewed State Highways 13 and 11 to Pierce.

Pierce Meeting. The Board met with the City of Pierce and businessmen who requested that the main street be reconstructed that parallel parking might be approved by the City.

District Engineer Don Cox explained the engineering problem of satisfying the properties on either side of the main business street as those on the south side will have to be content with a concrete retaining wall with a sidewalk area above the concrete wall. Mr. Cox pointed out it was important that the City enter into a local improvement district or other means of financing sidewalks to go with the project when construction would be authorized by the Board.

State Highway Engineer Mathes stated a 600 foot street improvement section which would be the minimum to be considered would cost approximately \$54,000 and that a major project could run to approximately \$200,000. Both are exclusive of sidewalks and L.I.D. correlated City sidewalk projects. The Board made it clear that a State highway project in the City of Pierce would not include the sidewalks.

County Commissioner Claude Judd urged that the Department explore various possibilities for a replacement of the Greer Grade of State Highway 11 as to curvature and switch backs of the old Greer Grade making heavy hauling particularly with 60 foot poles a real traffic hazard.

District Engineer Cox stated that there is no route study planned at this time. State Highway Engineer Mathes later observed that in the meantime the Department would look into the improvement of the present Greer Grade traffic situation with possibly one or two truck passing bays where hillside slopes and right of way would permit.

Mr. Cox stated that the State highway bridge a half mile south of Pierce needs straightening and will be replaced with a pipe if right of way can be obtained from the Cardiff property for this safety improvement.

Theodora Smith Requests Replacement of Missing Mary Minerva McCroskey State Park Entrance Sign on U.S. 95. Board Secretary Summers answered a call from Theodora Smith, Secretary, Latah County Pioneer Association, Moscow, urging the Board to take time out on its tour to

drive through Mary Minerva McCroskey State Park while on Board tour and particularly that the Department replace a vandalized or stolen entrance sign to the Park from U.S. 95 north of Potlatch known as the "Skyline Drive."

Mr. Summers assured Mrs. Smith the Lewiston District would look into the matter and replace such sign that may be missing at the entrance to the Park.

While at Moscow, State Highway Engineer Mathes received a hand delivered communication on this subject from Mrs. Smith. It was delivered by Melvin J. Alsager, Latah County Pioneer Association Attorney. A copy of which is in Central Files.

The Board viewed State Highway 13 to Kooskia and U.S. 12 to Orofino.

Gilbert Grade (S.H. 7) People Meet with Board. A committee of Gilbert Ridge people composed of: Fred Gertje, Bill White, Ed Weeks, Fred Richardson, Neil Miller and Dave Praest urged the Board for improvements of the present Gilbert Ridge - Grade Road by building a new road at a new location. They would leave it to the better judgment of the Highway Board as to what can be done in the very near future but that the people felt some improvement is long over due and the community is united in this effort as well as the Orofino and Lewis County officials.

Chairman Symms explained that the Board is awaiting the completion of a Camas Prairie route study and that any decision to improve roads on the Prairie must await the outcome of this study both as to which roads should remain on the State Highway System and which remaining roads would have priority in reconstruction.

Board Vice-chairman Thomason said that the Board is well aware of the situation on the Prairie and the manner in which the roads were placed on the State Highway System years ago.

The delegation inquired then if the Gilbert Grade were removed from the State Highway System would the Board place an oil surface on it before relinquishment. To this, the Board made no commitment.

Using a county road to Kendrick, the Board viewed State Highway 3 to Lewiston.

Board Views Turkey Island, Clearwater River, Lease Requested. The Board viewed from State Highway 3 Turkey Island on the Clearwater River above Spalding at the request of the Lewiston Chamber of Commerce which is a subject of discussion by a requested lease considered with a commercial trailer camp venture.

The Board determined that should the matter of the lease be pursued by the trailer camp people that any lease would be contingent upon a potential leasee's ability to negotiate with the Railroad for a public railroad crossing for access to the Island, that the Department should not negate its present materials haul road, locked gate, railroad crossing permit presently in force with the Railroad to the Department's materials source on the Island.

District Engineer Cox stated that the commercial lease principals tentatively desire the 15 acres on the downstream end of the Island for a trailer camp site. The Department will continue in the future to need the Island's materials source on the upstream side of the Island.

Additions to Idaho's Interstate System Designated by Board for After 1972. In reply to a wire from Congressman Kluczynski, House Public Works Chairman, inquiring as to what additions Idaho will propose to its Interstate System, the Board directed State Highway Engineer Mathes in reply to authorize the addition of that section of U.S. 30N from McCammon to Border, Wyoming, and U.S. 95 from the Oregon line to the Canadian line.

The wording of the wire did not pose any alternate or qualifying answer such as an increase of ABC funds in lieu of additions to the Interstate, which type of alternate reply would have been in conformance with the present AASHO policy regarding additions to the Interstate System after 1972.

Lewiston Urges Lewiston Grade Relocation (U.S. 95). Meeting with twenty Lewiston City and Chamber of Commerce officials, the Board heard of a threatening new State of Washington highway location to a point of grain shipment downstream from Clarkston and that if the Port of Lewiston is to attain its objectives as a port, Idaho must replace the present Lewiston grade with a modern truck route to the Port of Lewiston for the movement of the grain from the Palouse country for water shipment to Portland from the Port of Lewiston.

They were advised that the Board had just reviewed in Boise the preliminary route study for alternate relocations of the Lewiston hill and that, in the Board's opinion, service to Idaho for the good of Idaho must have priority over the Lewiston hill route relocation.

Chairman Symms remarked that the White Bird Hill reconstruction has top priority as concurred in by the City of Lewiston at previous yearly meetings with the Board and that the Lewiston hill relocation is not in the Department's five year program. He said that the Department expects to submit to the Board at its September or October meeting a recommended route of the alternates now under consideration. Mr. Symms stated that a public hearing will be scheduled in Lewiston on

the hill relocation route recommended by the Board sometime after October, by which time more details of the various alternate routes will be available to the Board on which to base a route on which to go to public hearing.

Board Vice-chairman Thomason stressed that it is most vital and important that the selection of a relocation of the Lewiston hill highway be made with the foremost consideration that as much as possible traffic should be kept in Idaho to the benefit of Idaho cities and revenues that Idaho's highway dollars should be spent with that planning objective in mind.

Port of Lewiston Manager Carl Moore stressed the importance of an early determination by the Board as to a firm relocation of the hill road rather than a definite time of construction, thinking that progress to this extent would ease the pressure for a new highway from the Palouse grain area to a point downstream from Clarkston.

Mayor Paul Wise, in discussing the need for a new central core highway route through Lewiston, inquired if the Board would give consideration to a relocation through downtown Lewiston if such could be planned with no construction expense to the Department. Chairman Symms stated that the Board would give it consideration.

#### THURSDAY, MAY 16, 1968

Board Discusses Lewiston Property Exchange with Nez Perce County Commissioners. Meeting at breakfast with Nez Perce County Commissioners Elmer Heitman, Prentiss V. Walker and Otto Brammer concerning the exchange of properties discussed the last couple of years with the County Commissioners, the Board was advised that the County is in a position to pay \$110,000 of the \$125,000 now with a \$15,000 balance payable January 1, 1969, or after the second Monday in February, 1969. Of this amount, \$45,000 would be for the privately owned cafe adjoining both properties. The appraisal price of which is \$30,000. The owner having refused \$45,000 for the property offered by Nez Perce County. The exchange of properties for appraisal calls for \$80,000 of the \$125,000 to be paid for by Nez Perce County.

The County Commissioners stated that they have outgrown their present facility and with the exchange would be in a much better position to accommodate other County offices in the new arrangement in addition to the County road shop and office needs.

The Board stated they would take the matter under consideration after viewing the property and consider the matter at a future Boise Board meeting.

May 16, 1968

The Board recognized that the proposed exchange would be beneficial to the Department by consolidating within a more usable land area the Lewiston shop and office operations.

The Board viewed U.S. 95 to Moscow.

Board Meets with Moscow Chamber of Commerce. Gerald R. Reynolds, Chairman, Chamber of Commerce Transportation Committee, listed nine reasons in a prepared statement dated May 16, 1968, which is in the Secretary's files, supporting the City of Lewiston's request for giving the Lewiston hill relocation and reconstruction priority over that of the White Bird Hill reconstruction. One of the points being that of traffic volume for 1941 - 1957 - 1966. The Board observed that if this traffic volume was to serve as ground rules by the Board that the Idaho Falls to St. Anthony U.S. 191 improvement would have priority over all projects in the State.

The Board repeated its statement made at Lewiston the previous day that White Bird, in the Board's mind, has priority of construction and the Lewiston hill relocation is not in the five year program.

Board Chairman Symms stressed the importance of towns on U.S. 95 north of Lewiston submitting their views when a public hearing on the Lewiston hill relocation is scheduled later this year that this section of Idaho's views might be reflected in the testimony for Board consideration in this decision on the Lewiston hill relocation matter.

Board Secretary Summers apprised Dr. Lucas that the Moscow Chamber of Commerce would be notified in ample time to present its testimony at the hearing.

State Representative George Brocke urged the Department to construct truck bays on the Moscow Mountain section of U.S. 95 north of Moscow.

State Highway Engineer Mathes stated that the Department is continuing its observation of traffic on this section of U.S. 95, and when the continuing study of the matter dictates that truck bays are necessary, the Department would submit the matter to the Board. He opinioned that the need probably would first appear on the north slopes of the Moscow Mountain section of U.S. 95.

The Department's attention was directed at the traffic hazard on South Main and Sweet Avenue and that the lowering of the highway would be advisable. Also, that a traffic light on Line Street was still needed in the City's opinion.

The Board viewed U.S. 95 to Plummer and State Highway 5 to St. Maries.

May 16, 1968

Board Meets with St. Maries Chamber of Commerce. Dr. McCabe and Mr. Bert Anderson, in asking for improvement of State Highway 5 from Plummer to St. Maries and the Dike Road on U.S. 95A, reminded the Board that characteristics of the traffic in the area have changed to that of industrial and that it has become a local industrial economic problem as these roads are not kept in shape and the safety factor should be improved by major reconstruction of these sections. They requested that points be taken off of State Highway 5 until such a time as major reconstruction can be undertaken and that the Dike Road of U.S. 95A is badly in need of widening and that they want some action on either or both of these two routes.

Cy Chase reminded the Board it was their duty to keep roads free of hazardous conditions and fatalities to a minimum and that reports of the application of traffic counters alone do not build roads. He stated, "If we need more money, let's go after it. In my opinion, our car license fees are entirely too low and additional revenues could be obtained from that source."

Mr. Anderson pointed out that Benewah County was left out of the 1968 program and they would like to have better roads in general.

Mr. Symms explained that the \$1 million replacement of the burned out Plummer Creek Bridge will take a third of the year's Secondary Road moneys for the State.

Omar Homme, Idaho Division Engineer, U.S. Bureau of Public Roads, said the next section of the Avery - St. Maries road is 90 per cent completed as far as plans are concerned for the next five mile section and as soon as completed the plans will be forwarded to Shoshone County for right of way acquisition.

Board Member Flandro reminded the group that it would be helpful while they are demanding improvements of this road or that road that they consider in what manner they might help the Board. He reminded the group that the overloaded trucks observed on this trip in the area are causing increased and otherwise unnecessary road maintenance moneys to be spent that could be applied, when legal loads are the rule, to highway construction. The local courts when supported by local opinion could prevent some overloading by proper fines to overload violators, thus reducing successive highway maintenance costs in the area. He left it crystal clear to the people at the meeting that the Board is vitally concerned with the overload damage factor caused by overloaded logging trucks in the area.

The Board viewed U.S. 95A to Rose Lake Junction and Interstate 90 to the Montana line, returning to Coeur d'Alene.



Coeur d'Alene - Associated General Contractors Get Together. The Spokane Chapter of the Associated General Contractors met with the Board and the Chairman of the Washington State Highway Commission in an evening meeting and discussed areas of contractor - state highway department relationships.

FRIDAY, MAY 17, 1968

The Board viewed U.S. 95 to Sandpoint.

Board Meets with Sandpoint Chamber of Commerce. In meeting with the Sandpoint Chamber people, the Board went over the 1968 program in the areas between Thama Rocks and Sandpoint north projects.

Mr. Symms stated the Board has authorized the Department to proceed as fast as possible on both projects and that appraisals are underway on the Sandpoint north project in the hope of letting it late this year. Uncertainties as to the time of consummation of railroad agreements and right of way agreements on both projects enter into the time of bid letting. "If all goes well," Mr. Mathes stated, "we expect to let both projects late this year."

District Engineer Merle Harding stated that the Department would adequately sign U.S. 200 - 2 at Sandpoint and Priest River that traffic be adequately informed that there would be no through traffic through the construction and that the Dufort Road bypass on the south side of the lake should be used by through traffic.

Board Vice-chairman Thomason pointed out that the State Highway System is designed and built for legal loads and when overloads are permitted the end result is the expenditure of maintenance dollars that could and should have been spent in construction rather than maintenance. He also pointed out the advisability of Sandpoint's testimony at Lewiston when a public hearing is held for the Lewiston hill relocation by the northern towns expressing the importance of keeping traffic in Idaho as dictated by route location determinations.

Board Secretary Summers said that he would advise the Chamber of Commerce by sending them a hearing brochure and notice of the Lewiston hearing late this year in ample time to submit testimony.

The Board's concern of loss of State highway dollars by vandalism in rest areas was discussed and it was suggested by one of the Chamber members that possibly closing of a facility with a sign "This Park Closed by Vandalism" might act as a deterrent and a public educational factor in the problem.

The Board toured U.S. 95 to Bonners Ferry.

Board Meets with Bonners Ferry Chamber of Commerce. Meeting with the Bonners Ferry Chamber of Commerce, the Kootenai County River Bridge now under construction was discussed with City Attorney Pete Wilson who expressed his concern that the Forest Service is not planning to tie into the West Side Road at the new Kootenai River Bridge because of a curtailment of Forest access road moneys.

It was observed that it was particularly at the urging of the Forest Service originally that this road be planned and built as an access facility to the West Side logging area and that Forest Service consideration priority might well be reviewed by them in the light of this project's commitment which a few years ago was encouraged by them in their timber harvest analysis of the West Side area.

Bob Vetter called the Board's attention to an approach of the west end of old U.S. 2 to the new facility where a fatality recently occurred.

The Board stated they would view the road connection on the tour later in the day. In doing so, the Department opinioned that some of the sight distance at the intersection could be improved by removing some of the material west of the intersection and that the reducing of the slope and sanding of the old road approach onto the intersection was a responsibility of the local road jurisdiction.

Mayor Baylon reported that the City is progressing with its analysis to determine costs in the City's participation in the relocation of utilities in the pending Bonners Ferry bypass State project.

Assistant State Highway Engineer Christensen stated that when the City's information is received, the Department will be prepared to draw up a City agreement which will be another step towards getting the project ready to advertise. He reminded them that a railroad agreement would be necessary on this project and the time consuming nature of agreement consummation is a factor that will have to be reckoned with in the bid opening date.

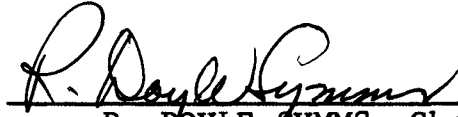
The need for a centerline on the Bonners Ferry Bridge was mentioned but it was explained to the group that centerlines on this narrow a roadway offers maintenance problems that practically defeat the painting because of the traffic wearing out the line in a relatively short time.

The Board viewed U.S. 95 to Copeland Junction, U.S. 1 to Porthill and U.S. 95 south from Eastport, ending the tour at Coeur d'Alene.

May 17, 1968

WHEREUPON, the Board adjourned until its next meeting scheduled for June 5 & 6, 1968.

Read and Approved  
June 5, 1968  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

June 5 & 6, 1968

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, June 5, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Howard B. Thomason, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board approved the minutes of the May Board Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-15-3(38)187 & ST-6033(548) - The work consists of seal coating approximately 8.655 miles of Interstate 15, Pleasant Valley - Montana State Line, in Clark County - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on June 7, 1968, in the amount of \$34,497.50.

S-4800(10) - The work consists of constructing the roadway, drainage structures, 1-100' concrete bridge, an asphalt stabilized base, plant mix bituminous surface and seal coat on 5.293 miles of SH-8, Deary West, in Latah County - Federal Aid Secondary and State financed. The contract was awarded to Crick Company and Grant Construction Company, Spokane, Washington, a Joint Venture, the low bidder, on June 5, 1968, in the amount of \$953,245.00.

Stockpile No. 4559 - The work consists of furnishing aggregate in stockpile and placing aggregate surfacing on the roadway between MP-23.5 and 30.05 (SH-64), Kamiah Grade, in Lewis County - State financed. As

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the low and only bidder was 92.7 per cent over the engineer's estimate, the bid was rejected and the project will be readvertised in July or early August.

I-90-1(56)47 - The work consists of furnishing and installing illumination at the Smelterville and New St., Interchange on I-90, in Shoshone County - Federal Aid Interstate and State financed. The contract was awarded to Thorpe Electric, Kingston, Idaho, the low bidder, on June 11, 1968, in the amount of \$37,900.00.

SU-6701(2) - The work consists of constructing the roadway, drainage structures, base course, a plant mix surface and a 39' concrete bridge on 1.160 miles of 17th Street, Higbee Avenue to St. Clair Avenue in Idaho Falls, in Bonneville County - Federal Aid Secondary, Urban and County financed. The contract was awarded to Galey Construction Company, Boise, Idaho, the low bidder, on June 5, 1968, in the amount of \$400,237.00.

S-2869(2) - The work consists of constructing the roadway, drainage structures, base and a bituminous surface treatment on 5.275 miles of the S.H. 24 South, in Minidoka County - Federal Aid Secondary and County financed. The contract was awarded to Karl Woodall & Sons, Inc., Boise, Idaho, the low bidder, on June 10, 1968, in the amount of \$246,870.90.

ST-5738(507) & Stockpile 5563 - The work consists of constructing a plant mix pavement on 3.919 miles of SH-54, Jct. U.S. 95 - Farragut and furnishing aggregate for road mix in stockpile in the vicinity of Farragut, in Kootenai County. As the low bid was 23.43 per cent over the engineer's estimate, all bids were rejected.

I-80N-3(40)164 - The work consists of constructing a plant mix seal coat on a 4-lane divided highway on 29.251 miles of Interstate 80N, W. Jerome I.C. - Greenwood, in Jerome County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Page Paving Co., Salem, Oregon, the low bidder, in the amount of \$363,560.00.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

I-15-3(10)179, China Point - 0.5 Mi. So. of Pleasant Valley, Clark County - Utah Power & Light Company and Mud Lake Telephone Co-op Association, Inc.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

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I-80N	I-80N-2(9)91	Harold Kniefel, Henry Kniefel, Vernon Kniefel, Donald Kniefel, Mary Fletcher & Ruth Hunt	Parcel No. 3
US 91- 191 & 30N	F-1024(20) F-1024(6) R/W	Carmel Iverson	Parcel No. 9
US 91- 191 & 30N	F-1024(20) F-1024(6) R/W	William C. Parker & Carolyn R. Parker, et al	Parcel No. 19
US 95	F-5115(4)	Yacht Club of Coeur d'Alene, Ltd. & J. E. Hall - authorized to settle up to \$41,000	Parcel Nos. 9 9-E-1 to 9-E-4 incl.

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 20- 191	F-FG-6471(32)	Burt Wackerli & Celia Wackerli - up to \$22,500	Parcel No. 5
US 20- 191	F-FG-6471(32)	Louis Meppen & Melda Meppen - up to \$27,300	Parcel No. 7

Approval of Release. The Board approved the following release:

US 20	F-2351(3)	Idaho Power Company	Parcel No. 35.1
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Approval of Permits to Use Right of Way was given on the following:

US 20- 26	F-2351(1)	Keith Clark	2-68-035
US 30	F-2361(14)	Cecil Brim	2-68-053
US 30	F-2361(25)	Marilyn Young	2-68-044
SH 88	F-6462(2)	Fay J. Bingham	6-68-9
SH 50	S-2741(9)	C. W. Coiner & Sons	Parcel 18 2-68-047
I-80N	I-IG-80N-1(23)35	Amalgamated Sugar Co.	Parcel No. 15A

Approval was given subject to the following conditions:

1. Provided that the new approach shall be a directional approach from and to southbound traffic lanes only with absolutely no chance now or in the future for a cut in the raised median to allow ingress and egress in both directions.
2. Provided that the lime pits will be incorporated in the golf course extension so that the entire area will be included in the over-all landscaping plan.
3. Provided that the Sugar Company make their own arrangements with the Country Club for joint use of the now existing approach to the Country Club.
4. Provided that traffic circulation between the Country Club and the motel site be planned and constructed in such a way as to assure bi-directional and joint use of the existing Country Club approach by both parties.
5. That approval of the additional access point by the Bureau of Public Roads is necessary and that the Board's approval is subject to this approval.
6. That Bureau of Public Roads approval may require reimbursement of any right-of-way cost previously paid for access control through this parcel of land. If such is the case, the permittee would be required to reimburse the State.

Discussion of Request for Purchase of Additional Property.

US 20	F-FG-6471(32)	Ancel Haroldson	Parcel No. 8 (Portion of Remainder)
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The Board approved acquisition of additional land provided it could be acquired with appraisal judgment.

Report on Condemnation Settlements.

US 30	F-3111(13)	Owen A. & Georgia B. Gossett; Chester & Thelma Mae Roland	Parcel No. 14
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The Board approved condemnation settlement of \$5,800.

Status of Exchange of Lewiston Property with Nez Perce County Reported. The Department brought the Board up-to-date on the above matter and indicated the Department was not entirely satisfied with the limited land utilization benefits accruing to the Department by the presently contemplated property exchange.

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The Board directed the Department to have Assistant State Highway Engineer McCrea review the contemplated property exchange and report back to the Board recommended changes in possible alternate property boundaries that would better suit the Department's future needs in a property exchange.

Budget Presentation to Legislative Interim Committee Reported.

State Highway Engineer Mathes demonstrated for the Board a new budget presentation chart that was used in the presentation of the Department's budget to the Legislative Interim Committee and reported on the favorable reception by the Legislative Interim Committee on the chart and the material submitted.

The Board concurred in the Department's change in chart presentation from previous legislative budget presentations.

Progress of A.E.C. Possible Participation in Improving U.S. 20-26 Discussed. The Board was apprised that a continuing interest by the A.E.C. in the improvement of this road was demonstrated in a meeting between the A.E.C. and the Bureau of Public Roads recently, wherein the A.E.C. is exploring the possibility of utilizing a "General Plant Improvement Fund" as to whether it may be used in off site expenditures by participating in the reconstruction of the Idaho Falls - A.E.C. section of U.S. 20.

Idaho County's Qualified Acceptance of Proposed Abandonment of McKenzie Creek U.S. 95 Section Reported. The Board was apprised that Idaho County has indicated it would only partially accept the abandonment of the roadway section of the McKenzie Creek U.S. 95 loop by the Board. They offered to accept the roadway but not the bridges on this two mile section. The abandonment is occasioned by construction of the new alignment of U.S. 95 from Slate Creek to the State Emergency Airport location on U.S. 95 in Idaho County.

The Board directed the Department to continue efforts in pointing the problem out to the Idaho County Commissioners and unless legal obstacles prevented the abandonment to eventually proceed with the abandonment under the powers of the Board set forth in Idaho Code 40-120, Subsection 3, "Abandon the maintenance of any highway and remove it from the State Highway System when such action is determined by the unanimous consent of the Board to be in the public interest."

Board Considers Current Proposal for U.S. 93 Access North of I-80N Interchange. The Board was advised that Jerome County Good Roads District Number One has officially withdrawn its request for a public road connection to U.S. 93 at the section line north of the I-80N interchange.

The Board was also advised that Mr. Fred Stewart has applied for an approach on U.S. 93 (west side) at the same section line and has also restated his willingness to convey certain access rights and additional highway right-of-way if the State will:

1. Approve an approach at the section line and also each 660-ft. north of that line along the west side of the highway through his property.
2. Remove limited rock excavation within the highway right-of-way along the east border area where a future section line road would connect to U.S. 93 and in the adjacent future frontage road area.
3. Give assurance that the section line location will be the first point of access allowed north of the I-80N interchange.

The Board authorized the Department to enter into a cooperative agreement with Mr. Stewart covering the conveyance of certain access rights and land for future right-of-way with the State agreeing to allow access, at this time, for connections that will become future public roads, at the section line and at 660-ft. spacings and also remove limited rock excavation from the easterly portion of the highway right-of-way.

The Board reaffirmed its position of April 16 that "a public road connection at the section line would be the first access permitted north of the interchange."

Board Directs Department to Proceed to Administrative Hearing Governing Operation of Vehicle Combinations in Excess of 65' but not more than 98' in Length. The Board reviewed the proposed rules and regulations designating certain routes on the State Highway System as set forth by the Board on April 14 on which single vehicles not exceeding 40' in length and combinations of vehicles of three or four units with two of the units being a trailer and semitrailer may travel as provided in Idaho Code 49-913.

The proposed regulations to be submitted at public hearing in compliance with Idaho Code 67-5209 are eleven in number and are on file in the Highway Board Executive Secretary's office. The Board will rule on adoption of the regulations after the hearing matter is reviewed.

Miscellaneous Correspondence. The Board read the following miscellaneous correspondence:



1. Kamiah Chamber of Commerce Resolutions requesting the improvement of U.S. 93 and U.S. 95.
2. Letter from Jeanie Jones, Secretary, 4-H Builders Club, Headquarters, and the Board Secretary's reply dated June 3, concerning a request to pick up trash on State Highway 11 in Clearwater County.

The Board requested the Department to report on the handling of this pickup event June 20 in Clearwater County and report back to the Board as to what changes should be made in the Board policy on the subject in the light of liability, highway safety, etc., in such locally sponsored projects.

Overage Extension Granted. The Board granted an overage extension to Lawrence Hewitt, Custodian, Main Office Building, Age 69, from September 1968 to September 1969.

Assistant State Highway Engineer (Operations) Announces Intended Retirement. N. L. McCrea, Assistant State Highway Engineer (Operations), apprised the Board that he plans to take early retirement (age 63) effective September 30.

Job Descriptions for Deputy State Highway Engineer and Executive Secretary to Highway Board Submitted to Governor. As per a previous understanding between the Governor and the Highway Board, the Board in meeting with the Governor presented him with job descriptions for the Deputy State Highway Engineer, whose salary is to be determined, and Executive Secretary to the Highway Board with a salary of \$13,000.

Salary Recommendations from Personnel Commission Reviewed. State Highway Engineer Mathes apprised the Board of a May 23, 1968, letter from the Personnel Commission recommending several Department positions be adjusted upward 7-1-68. The positions included: E.I.T., Engineer I, Assistant State Highway Engineer, Surveys and Plans Engineer, Construction Engineer, Maintenance Engineer and Materials and Research Engineer.

Mr. Mathes indicated that the basis of the Commission's recommendation is from a consultant study to the Personnel Commission which concluded in December 1967. This salary information was available and was considered when the Department's current compensation plan was being developed in January of this year.

In discussion with the Personnel Director, after receipt of the letter, it was stated that the recommendations were for information purposes only and that the Department should determine the course of action to be taken.

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With the exception of the positions for E.I.T. and Engineer I, all positions are peculiar to Highways and the Department can later recommend action when in its judgment the situation warrants. The Personnel Director further indicated that there are no other agencies presently using the E.I.T. or the Engineer I classifications. Unless we request grade adjustments none would be taken.

The Board directed the Department to respond to the Personnel Commission indicating that we realize the rapid change in salaries at this level as well as others in technical and professional areas, and we do appreciate the Personnel Commission's interest and concern. However, the Department's compensation program presented to the Personnel Commission in January of 1968 and implemented February 1968 affected these as well as other Department positions. No further adjustment is planned for the foreseeable future. They should be further advised that, as in the past, Department review of salaries and the total compensation program will continue.

THURSDAY, JUNE 6, 1968

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
Howard B. Thomason, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

I-80N-4(5)232 Sec. "C"	Juniper - Utah State Line
I-15-3(10)179	China Point - Pleasant Valley
F-3271(12)	Cascade - Donnelly
S-3832(7)	Ada County Line - Emmett
F-6471(37) "B"	John's Hole Br. - R.R. Crossing
F-6354(4)	Carmen Bridge & Approaches

Additions to State Highway System Requested in Elmore and Owyhee Counties. State Senators Walter Yarbrough, Grandview, and Robert Rowett, Mountain Home, met with the Board urging Board consideration to place section by section of the following routes on the State Highway System: State Highway 67 be extended southwesterly from the Mountain Home Air Force Base to Grandview; Owyhee County Road from Murphy through Bruneau to Hammett.

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Senator Yarbrough made a very good case in the light of 10,000 acres of new land being brought under cultivation and irrigation in the area and that it would be the natural extension and consolidation of a State highway grid in the area. The Senator said that, in his opinion, the remaining six years of bonded indebtedness that is tied to the land taxes of Owyhee County would still have to be their obligation and would not be passed onto the Highway Department if and when the Murphy - Hammett county road would be placed on the State Highway System.

Senator Rowett stated that placing the road on the State Highway System seemed logical to him and as the connection ties in with State Highway 68 at Mountain Home and Interstate 80N at Hammett it would open a trade route to the west.

Board Chairman Symms viewed that the route deserves to be on the State Highway System but "we have more calls for highways to be placed on the State System than we can possibly meet."

Senator Yarbrough stated that the million dollar bond issue has to be paid for by 6,000 people residing in Owyhee County and that the cost of maintaining the present road is becoming a losing burden to where they can not keep up with an adequate oil surface maintenance program.

Ketchum Chamber of Commerce Urges Approval of Sidewalk Roof Support Encroachment by Permit. Bob Jewell, R. P. Snyder and R. B. Meyer, Chairman of Ketchum's PRIDE Committee (Promoting Recreational Idaho's Development and Economy), met with the Board explaining the desire of the business section of Ketchum to reconstruct the front of their businesses with an 1880 architectural concept by supporting a roof from the buildings over the sidewalks with upright post supports which would, of necessity, encroach on the right of way being 18 inches in from the curb on the sidewalks of the business section.

Dick Meyer stated that the sidewalk cantilever canopies will not serve as supports but the architectural motif of the 1880's required upright posts which would encroach on the highway right of way to within 18" of the face of the curb.

Board Member Flandro thought the "1880 era architecture" idea was a good one and the motif was one to pursue, but Idaho law prohibits encroachment with this type of support on highway right of way.

Board Chairman Symms stated that the Board desired to cooperate in any way possible in this worthwhile program but stated that the Board would have to have more information as to the legality of meeting this request. He anticipated that if this request were granted he envisioned future requests for malls, etc., asking for similar deviation from Board policy and possibly the law could eventually be expected to gravitate to the Board from other areas of the State.

The Board asked the Department to report to the Board answers to the legal aspect and encroachment policy impact of these two requests at the next Board meeting.

Board Authorizes Department to Proceed in Making Contracts with Local Computer Centers for Department's Engineering Data Processing. Upon the Department's and Auto-Tronix computer consultants recommendation, the Board directed the Department to proceed to negotiate contracts with the Boise Cascade Corp. and Idaho First National Bank computer centers for time sharing on the Department's engineering computer programming needs.

The Board replied to State Division of Management Services by letter of June 6, in reply to a letter of May 29 from William Carter, Division of Management Services, of the Department's intention in this regard. The Board took the action that the Department should no longer be losing time and savings by not implementing the engineering programs to the fullest that have been acquired from other state highway department computer operations.

The Department and the Board determined this action was necessary as the computer services made available to date by the Division of Administrative Services were such that the hardware configuration would necessitate costly rewriting highway engineering programs that have been acquired from other states in recent months. The rewriting procedures would nullify greatly the cost saving benefits in utilizing the borrowed state highway engineering computer programs.

Idaho's Participation in Highway Management Institute Program Deferred. The Board was apprised that an inquiry to all fifty highway departments should be replied to as to individual states thinking regarding its participation in two - three week courses of a proposed Highway Management Institute training program.

The Board determined that at this time the Department should not enter into the program because of the lengthy six week absence that would be required in sending Department key people to attend the proposed Institute program. The Board determined that the current one week AASHO - NHUC Management Conference usually held in the West should suffice in management development schooling of key personnel at this time.

Out-of-State Travel. The Board approved the following out-of-state travel:

1. R. B. Christensen, Assistant State Highway Engineer (Engineering), to Data Processing School for Executives, Poughkeepsie, New York, August 12 - 16.

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2. Max Jensen, Design Engineer, to AASHO Operations Committee on Design, Santa Fe, New Mexico, August 7 - 8 - 9.
3. One person to Highway Engineering Exchange Program (HEEP), June 27 - 28, Portland, Oregon, treating computer graphics and earthwork computations involving converting to third generation equipment.
4. Rusty Shade, Location-Photogrammetric Engineer, to Aerial Survey Committee of the Highway Research Board, Harrisburg, Pennsylvania, August 14 - 16.
5. Howard Pilkington, Assistant Traffic Engineer, to Highway Safety Workshop, Salt Lake City, Utah, June 21 - 22.
6. Chief Legal Counsel Faber Tway to 7th Annual Highway Research Board Workshop on Highway Law, Reno, Nevada, July 29 - August 1.

Board Secretary's Salary Adjustment Implemented. The Board directed the Department to implement the Board Secretary's salary increase authorized by the Board in December 1967, and to be effective March 1, 1968, and be retroactively paid. In light of a new job description and responsibilities as the position of Executive Secretary reflects, a salary increase effective June 1 was authorized from \$12,000 to \$13,000 per year.

Board Secretary's Maintenance Report. Board Secretary Summers submitted a maintenance report to the Board showing comparative maintenance cost operations of the Department from 1963 to 1967 together with the first quarter of 1968 maintenance cost analysis.

\$562,500 of Unobligated 1967 Calendar Year County Federal Aid Secondary Funds Redistributed by Board. The Board took under consideration requests from those counties that have a Federal Aid Secondary project engineered and ready to put under contract and who had applied for the Board's annual redistribution of such unobligated funds.

The following awards were made to those county applicants who had matching money to finance the requested projects which are either under contract or ready to go based on comparative need:

1. Bonner County, Clark Fork - Montana State line, Project S-5788(1), \$81,700.
2. Glenns Ferry Highway District, Snake River Bridge (at Glenns Ferry), Project S-3810(4), \$147,000.

3. Three Creek Good Roads District, Big Flat Creek to Three Creek, Project S-3701(2), \$156,000.
4. Bonneville County, Idaho Falls - Amon, 17th Street, Project S-6709(4), \$27,800.
5. Bonneville County, Iona North, Project S-6725(5), \$67,700.
6. Nez Perce County, Thain Road (Bryden Avenue - Stewart Avenue), Project SU-4755(3), \$82,000.

Oregon Line U.S. 95 North Relocation Alternates Reviewed. The Department reviewed with the Board three alternate relocation possibilities of improving U.S. 95 from the Oregon line to Elephant Butte, approximately 19 miles north from the Oregon line.

Plan 1 - Improving the "Existing Route," costing \$12,360,000, with an annual transportation cost of \$1,695,000.

Plan 2 - "West," costing \$12,000,000, with an annual transportation cost of \$1,716,000.

Plan 3 - "Cutoff," costing \$11,590,000, with an annual transportation cost of \$1,634,000.

After viewing the three alternates, the Board determined that the Department should proceed with the Plan 3 "Cutoff" route. The Board made its determination in view of the following reasons: It is the shortest in length; the lesser in transportation cost; and although somewhat steeper in grade, more feasible and less travel time.

The Plan 3 "Cutoff" route leaves the present route at the west end of Squaw Canyon and on a tangent rejoins the present route at Elephant Butte. Basically, the rest of the route to the Oregon line is approximately on the same present location.

Public Hearing on "Canal Route" Relocation of US 191 through Madison County Authorized. The Planning & Traffic Division reported to the Board a meeting with the Rexburg - Sugar City Councils and the Commissioners of Madison County held recently in Rexburg where a submittal was made to the three jurisdictions of a so-called proposed "Canal Route" relocation of US 191 through Rexburg and Madison County.

The Board read a communication and joint resolution dated May 31, 1968, from Rexburg - Sugar City - Madison County Commissioners petitioning the Board for a route location hearing on the "Canal Route" indicating that the three governing bodies have viewed the "Canal Route" as the most desirable and feasible route to serve the needs of Madison County and the Cities of Rexburg and Sugar City.

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The Board then instructed the Board Secretary and Hearing Officer to arrange for public hearings on the new location when the Department would have hearing materials ready for the public hearings required under State and Federal statutes.

Speed Limits in Priest River (US 2, US 195, SH 200, SH 57). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 2, US 195, SH 200, SH 57 in the City of Priest River, as recommended and stated in marked Exhibit A-209, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in St. Maries (SH 5, US 95 Alt., SH 3). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 5, US 95 Alt., SH 3 in the City of St. Maries, as recommended and stated in marked Exhibit A-210, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Hayden (US 95). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 95 in the City of Hayden, as recommended and stated in marked Exhibit A-211, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Sandpoint (US 95, US 2, US 195, SH 200). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 95, US 2, US 195, SH 200 in the City of Sandpoint, as recommended and stated in marked Exhibit A-212, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Athol (SH 54, US 95). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 54, US 95 in the City of Athol, as recommended and stated in marked Exhibit A-213, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Ponderay (SH 200). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 200, in the City of Ponderay, as recommended and stated in marked Exhibit A-214, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Clark Fork (SH 200). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 200 in the City of Clark Fork, as recommended and stated in marked Exhibit A-215, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Hope (SH 200). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 200, in the City of Hope, as recommended and stated in marked Exhibit A-216, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in East Hope (SH 200). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 200 in the City of Clark Fork, as recommended and stated in marked Exhibit A-217, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Oldtown (US 2, US 195, SH 200, SH 41). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 2, US 195, SH 200, SH 41 in the City of Oldtown, as recommended and stated in marked Exhibit A-218, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Two (I-80N, US 30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N, US 30N from US 30N Interchange North of Heyburn to Interchange with I-15W as recommended and stated in marked Exhibit A-219, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Three (I-80N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N from Oregon State Line to Milepost 143.05 as recommended and stated in marked Exhibit A-220, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Three (US 30, US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30 & US 95 from Fruitland Urban Extension to US 95 Junction as recommended and stated in marked Exhibit A-221, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Three (US 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30 from Fruitland Urban Extension to US 20T-26-30 as recommended and stated in marked Exhibit A-222, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Five (US 2, US 95, SH 200). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 2, US 95 & SH 200 from Sandpoint Urban Extension to Junction with SH 200 as recommended and stated in marked Exhibit A-223, which is made a part hereof with like effect as though extended in full herein.

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Speed Control Zones in District Five (US 2, US 195, SH 200). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 2, US 195 & SH 200 from Oldtown Urban Extension to Sandpoint Urban Extension as recommended and stated in marked Exhibit A-224, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Five (SH 200). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 200 from Milepost 0.00 to Montana State Line as recommended and stated in marked Exhibit A-225, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Five (US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 from Latah-Benewah County Line to Canadian International Boundary as recommended and stated in marked Exhibit A-226, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Five (US 2, US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 2 & US 95 from Milepost 494.65 to Junction of US 2 and US 95 as recommended and stated in marked Exhibit A-227, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Five (US 2). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 2 from Milepost 0.00 to Montana State Line as recommended and stated in marked Exhibit A-228, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Five (SH 3). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 3 from north of Latah County Line to Junction I-90, US 10 as recommended and stated in marked Exhibit A-229, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-2391(1)	Perrine Bridge, North - Jct. SH 25	(This action super- sedes Board action dated 6-22-64)
	- Perrine Bridge North - Sta. 267 (approx.)	Type "E" **

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- Sta. 267 (approx.) - Sta. 329      Full Control  
     (approx.) (I-80N I.C.)
- Sta. 329 (approx.) - Jct.      Type "A" \*  
     SH 25

Marked Exhibit C-46 showing the access control limits is made a part hereof with like effect as though extended in full herein.

\* PARTIAL ACCESS CONTROL, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach may be allowed for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

Use of Private Approaches

Existing and new unrestricted private approaches within one ownership and located at least 660 feet apart will be designated on the plans. Each ownership will be allowed at least one unrestricted approach.

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Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

All approaches provided in conformity with this policy shall be shown on the approved plans.

**\*\* PARTIAL ACCESS CONTROL, TYPE "E"**

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

Private vehicular approaches will not be allowed.

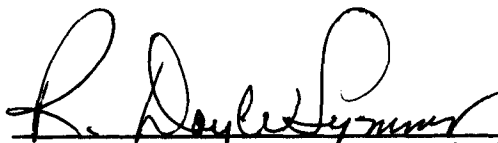
Board Apprised that Federal Aid Highway Fund Deficiency Bill Stalled in Congress. State Highway Engineer Mathes apprised the Board that Congress so far has not passed deficiency bill appropriations needed to fulfill the balance of this fiscal year's trust allocations. Unless action is promptly taken by Congress, the Department will be out of Federal Aid moneys.

Settlement of Teer Case Authorized. The Chief Legal Counsel discussed with the Board the case of Teer v. State of Idaho in Boundary County wherein a landowner was suing the State for not leaving a materials source in the condition he thought the contract called for. The Chief Legal Counsel explained that he thought a settlement of \$8,000.00 would be extremely favorable to the Department. The claim was much larger and in addition there was considerable doubt as to the outcome of the case if it went to trial.

The Board concurred in the settlement at \$8,000.00.

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WHEREUPON, the Board adjourned until its next meeting scheduled for July 31 & August 1, 1968.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
July 31, 1968  
Boise, Idaho

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

July 31 & August 1, 1968

The Idaho Board of Highway Directors met in stated regular session at 9:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, July 31, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Howard B. Thomason, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the June Board Meeting.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

STM-3021(536) &	Joplin - West & Marsing Jct. -
STM-3311(511)	Homedale
STM-4780(511)	Weippe - Headquarters
Stkp. 1557 & 1558	Holbrook - Roy - Preston
STM-2023(517)	Repair Underpass (850 West Road)
ST-5778(505)	Priest River - Nordman
S-5713(1)	St. Maries - North
I-15-1(50)59	Portneuf P.O.E. Rest Area
I-80N-2(20)132 "A" &	E. King Hill I.C. - W. Bliss I.C.
I-80N-3(12)133 "B"	
Stockpile No. 4559	Kamiah Grade
Building 2221	Fairfield Mtce. Building
Building 5381	Santa Maintenance Building
S-6807(1)	Falls River Br. & Approaches
S-6820(2)	Victor - Cedron
STM-2361(556)	Filer - Twin Falls
Building 6092	Reroofing Rigby State Office
F-3111(13) &	Snake River Br. - Gayway Jct. &
F-FG-3112(10)	Gayway Jct. - S.C.L. Payette

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I-15-1(37)29  
STM-1031(526)

Downey I.C. (Incl.) South  
Steel Handrail Painting, Oneida,  
Bannock, Bingham, Power &  
Franklin Counties

S-6764(1) & S-6774(5)

Hibbard - Salem & Moody Roads

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-5713(1), Milltown Road, Benewah County - Washington Water Power Company and General Telephone Company of the Northwest

F-6354(4), U.S. Highway 93, Salmon River (Carmen Bridge), Lemhi County - Lemhi Telephone Company

S-6820(2), Victor - Cedron, Teton County - Fall River Rural Electric Co-op and Mountain States Telephone & Telegraph Co.

The Board, after reviewing the project plans, decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-3111(13), U.S. Highway 30, Snake River Bridge - Gayway Jct., Payette County - Farmers Mutual Telephone Company, Mountain States Telephone & Telegraph Company, El Paso Natural Gas Company and Idaho Power Company

F-FG-3112(10), U.S. Highway 95, Payette - South, Payette County - Farmers Mutual Telephone Company and Idaho Power Company

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 30	F-2361(11)	J. E. Baker & Emily Baker	Parcel No. 12 & 12-E-1
US 30	F-2361(11)	Paul Cox Turnipseed & Dorothy Lillian Turnipseed	Parcel No. 47 & 47-E-1
US 30	F-2361(11)	Heirs & Devisees of E. C. Ticknor & Sadie E. Ticknor, both deceased	Parcel No. 48 & 48-E-1
I-90	I-90-1(45)69	Mary Helen Rasmussen Cooper & the heirs and devisees of John Cooper, deceased	Parcel No. 21

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US 30N	F-1024(20) F-1024(6) R/W	Joseph S. Packer & Mildred L. Packer	Parcel No. 3
US 30N	F-1024(20) F-1024(6) R/W	Bannock Implement Co.	Parcel No. 6
I-80N	I-80N-2(9)91	City of Mountain Home	Parcel No. 21
SH 45	S-3754(4)	J. K. Luce & Lorraine Luce	Parcel No. 29 & 29-E-1
SH 45	S-3754(4)	Hugh Sanders & Vera Sanders, Raymond W. Prchal, Evelyn M. Cole & Elfredia M. Cassidy	Parcel No. 32 & 32-E-1
SH 45	S-3754(4)	Ben W. Korn & Agnes H. Korn	Parcel No. 34, 34-E-1 & 34-E-2

The Board instructed the Right of Way Division to offer the Kornes \$10,500 as a compromise settlement.

US 20	F-FG-6471(32)	Michael Marshal	Parcel No. 1, 1-E-1 & 1-E-2
US 20	F-FG-6471(32)	Michael N. Marshal	Parcel No. 4, 4-E-1 to 4-E-3

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 30N	F-1024(20) F-1024(6) R/W	Portneuf Co-operative Association, Inc. - \$117,000 less \$350 for the owner's retention of his improvement for a total of \$116,650	Parcel No. 14
US 30	F-2361(11)	Lee R. Jordan & Mary Alice Jordan; Standard Oil Company of California - up to \$22,000	Parcel No. 28
US 30- 20-26	F-FG-3022(17) F-FG-3022(16) R/W	Bertha K. Burroughs, a widow, & the heirs & devisees of A. H. Burroughs, Jr., deceased	Parcel No. 6 & 6-E-1

The Board authorized that the Legal Division proceed with a proposal to the owners and legal counsel of this parcel that

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if the owners agreed to a possession agreement it would be under the following terms:

1. The State would deposit the full amount of the State's offer, \$32,000.
2. Final determination of just compensation would be deferred until one year following construction.
3. Following project completion, the owners will make conscientious effort to lease. If they effect a lease acceptable to the State, the difference between the new lease and the present lease will be multiplied by 111.5 to determine just compensation. If the rent reduction is more than \$285, the State owes the owners more money. If the rent reduction is less than \$285, the State has deposited too much and the owner agrees to return to the State all but that portion representing land value. (Approximately \$24,000).
4. If no agreement can be reached as to leasing, the State is to have the option to buy at \$106,000 less the \$32,000 deposited.
5. If they sell independently without State consent, the Department will revert to the \$32,000 as just compensation. This is subject to further negotiation.

All the above is tentative and would be subject to minor variations.

Approval of Deeds and Easements was given on the following:

Mtls. Source  
Kt-119

City of Coeur d'Alene  
(Exchange of properties  
with the City of Coeur  
d'Alene)

US 91 F.I. 6033(1)

Richard P. Phillips

Parcel No.  
1.1

Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

SH 88 F-6462(2)

Fay L. Bingham & Joyce  
Bingham

Parcel No.  
15½A

Approval of Permits to Use Right of Way was given on the following:

US 20- F-2351(1)  
26

Leavell Cattle Co.

2-68-070

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SH 45	S-3754(2)	Skyline Construction Co. (Mercy Hospital, Nampa)	3-68-72
SH 50	S-2741(9) S-2741(8) R/W	Coiner & Long, Inc.	2-68-080

Declaration of Property as Surplus.

I-80N	I-80N-2(15)50 I-80N-2(14)50 R/W	Boise City	Parcel No. 89½ (Portion of Air- port Way)
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The Board approved the restoration of .33 acres of land needed in the design of the project to the City of Boise with the proviso that the City of Boise pay for this .33 acres at the same price which the State paid them when it was purchased, which was \$3,500 an acre and would amount to \$1,155.

Agreement with Fred Stewart, Encroachment Permit 2-68-049, Project F-2391(19), Junction I-80N and State Highway 25. The Board approved the Department's entering into agreement with Fred Stewart, owner of the land at this location, providing that the State would remove 1800 cubic yards of rock on the east side by December 1, 1968, in return for Mr. Stewart deeding to the State 90' of right of way on the west between Stations 329+40 and 355+80.

The Board declined to include in the agreement with Mr. Stewart a provision that no approach be allowed anyone south of Station 329+40.

On the west side of U.S. 93 between the above stationing, the Board further directed that Mr. Stewart be allowed four approaches unrestricted as to use, spaced a minimum of 660' apart. Such approaches to serve his property from the 90' strip to be deeded by him to the State.

Hearing Determination - Relocation of US 191-20 in and in the Vicinity of Sugar, Madison County, Idaho, Project F-6471(19). A public hearing was held under State and Federal statutes at the High School Auditorium, in the City of Sugar, Idaho, at 2:00 p.m. Thursday, July 25, 1968.

The Board having read the transcript made of the testimony and proceedings, and the Board having considered the same and it appearing from said transcript that governing bodies of Sugar and Madison County did not object to the proposed corridor location and being fully advised in the premises, made the following decision in the matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

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1. The Idaho Department of Highways will proceed with the design and construction of the proposed relocation.
2. In the detailed location of US 20-191 between Rexburg and Sugar land severance and irrigation systems will be avoided where engineering and economic conditions permit.
3. Additions and abandonments from the State Highway System in and in the vicinity of Sugar be made as shown in the hearing brochure dated July 1968.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Sugar from said proposed changes.

Hearing Determination - Relocation of US 191-20 in and in the Vicinity of Rexburg, Madison County, Idaho, Project F-6471(19). A public hearing was held under State and Federal statutes at the Madison County Court House, in the City of Rexburg, Idaho, at 8:00 p.m. Thursday, July 25, 1968.

The Board having read the transcript made of the testimony and proceedings, and the Board having considered the same and it appearing from said transcript that governing bodies of Rexburg and Madison County did not object to the proposed corridor location and being fully advised in the premises, made the following decision in the matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. The Idaho Department of Highways will proceed with the design and construction of the proposed relocation.
2. Consideration during the final design of the project shall be given to the feasibility of a location closer to the canal west of Fourth Street in Rexburg.
3. In the detailed location of US 20-191 between Thornton and Sugar, land severance and irrigation systems shall be avoided where engineering and economic conditions permit.
4. Careful consideration shall be given to the design of the intersection of Seventh South Street extended with the new location of US 20-191.
5. The location and design concept for the crossing on the new location of US 20-191 with State Highway 88 shall give consideration to the future potential of a grade separation and interchange.

6. Additions and abandonments of the State Highway System in and in the vicinity of Rexburg be made as shown in the hearing brochure dated July 1968.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Rexburg from said proposed changes.

Hearing Determination - Relocation of US 191-20 in and in the Vicinity of Thornton, Madison County, Idaho, Project F-6471(19). The Board considered the transcript taken at the public hearing held in Rexburg, Idaho, at 7:30 p.m., Thursday, July 25, 1968, concerning the above captioned matter, and having considered the economic effects of the relocation, instructed the Department to proceed with engineering on the corridor location as shown in the hearing brochure submitted at said hearing.

Administrative Hearing Regulations Governing Movement of Vehicle Combinations from 66' to 98' in Length Approved. The Board, having read the Administrative Hearing transcript made at the hearing held in Boise June 27, 1968, covering proposed regulations governing the movement of vehicle combinations from 66' to 98' in length, determined in the affirmative to adopt the same.

Request for Weiser Olds Ferry Road Agreement to be Renewed. Appearing before the Board were John Lloyd, Hal Ryan, Harry Nelson, Jim Grant and Dennis Sheehey of Weiser asking that a tri-party agreement presently in effect be renewed concerning the Weiser Highway District, Washington County, and the State Highway Board of Directors involving mutual participation in the event of the construction of the Olds Ferry Snake River Bridge.

The delegation pointed out that it was important to the Weiser area that the matter be kept alive until the day when Oregon would be willing to cooperate in financing their half of the Olds Ferry Snake River Bridge crossing.

Chairman Symms said the Board would be glad to have the Department work with Weiser and Ontario people towards designation of a connecting road to the bridge from Oregon and the ultimate construction of a bridge at Olds Ferry. Mr. Symms assured them the Board is with them in this endeavor.

Board Member Flandro stated that the Board particularly likes to assist those who have helped themselves in a project as has been the case in this project.

Hal Ryan stated he would draft a new agreement patterned after the present agreement which will expire this year and submit it to the Board at a later date.

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Exchange of Property in Lewiston with Nez Perce County Dropped.

In final consideration of the proposed exchange of property in Lewiston adjoining the State Highway Department District Office, the Board concurred with the Department that since the County Commissioners were unable to acquire certain adjoining property that was considered essential to a beneficial trade to the Department that the entire exchange proposal be considered at an end.

The transaction hinged on the County Commissioners' ability to acquire the restaurant property adjoining the Department's property and since they were unable to satisfactorily deal with those principals on an appraised value basis, it was determined that the resultant residual property proposed to be exchanged would not be sufficiently beneficial to the Department of Highways or the State of Idaho.

The Department was directed to so notify the Nez Perce County Commissioners.

Covenants too Restrictive in Idaho Falls Property Exchange. The Board concurred with the Department that the exchange deed of a proposed exchange of the Department's property on Broadway with a needed maintenance shed site adjacent to the Airport, owned by the City, should be reworded permitting the covenants to be less restrictive. The District Office was directed to work with the City of Idaho Falls to that end and return the deed and reworded covenants for further Board consideration.

Department Authorized to Negotiate for Needed Land North of Coeur d'Alene District Office. Assistant State Highway Engineer McCrea apprised the Board that there was a possibility of acquiring an additional nine acres for needed expansion of the District Office site to the north of the present location. Should the acreage be obtainable on a satisfactory appraised price basis, Mr. McCrea stated there is a good possibility of disposing of approximately 2½ acres fronting on Government Way leaving a favorable reduced net cost of the remaining 6½ acres on the northwest adjoining the present District Office and Shop location.

The Board authorized the Department to explore the price involved in the acquisition possibility and report back at a later meeting.

Shifting of Shed Site from Swan Valley to Irwin Approved. The Board concurred in the recommendation of the Department to rebuild the Swan Valley Maintenance Shed which was damaged by fire by building a new shed at a site in Irwin.

This action was stimulated by Swan Valley community people preferring to have the maintenance shed located elsewhere.

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Island Park Shed Site Discussed. Assistant State Highway Engineer McCrea cited problems in acquiring a maintenance shed site at Island Park to replace the Mack's Inn site. The State Land Department thinks the Department should be three miles south off of US 93 from Mack's Inn. A suitable site on State land is preferred by the Department near the highway and Island Park Lodge.

After considerable discussion, the Board requested the Executive Secretary to make an appointment with the Land Board to discuss the Department's problems in properly locating the above shed site.

Architect Fees Approved. The Board, after reviewing standard module type plans for construction of materials laboratory buildings at Rigby, Shoshone and Boise and a sign shop building at Pocatello, concurred in awarding the work to the low bidder, Bernard York & Associates of Boise, for 4.5 per cent of the constructed cost of one unit which would suffice as a plan for all installations.

Board Approves Restriction in Highway Use of Studded Tires to Winter Months. The Board was apprised that, in the Department's opinion, unnecessary and undue damage to Idaho's public highways is being suffered by the use of tires with built in metal lugs used on the highways from April 1 to November 1.

The Board determined that the matter should be brought to Administrative Hearing. The hearing testimony will be submitted to the Board for final determination as to the proposed prohibition of use on Idaho's highways annually between those two dates.

Supreme Court Appeal of Aberdeen Right of Way Matter Approved Conditionally. The Board authorized Chief Legal Counsel Tway to proceed to State Supreme Court appeal in the Poulson Aberdeen right of way matter if, in his opinion after reviewing the court transcript, an appeal would more than likely be successful.

Legal Briefing Consultant Hiring Approved. The Board concurred in a request of Chief Legal Counsel Tway to hire former Assistant Legal Counsel Robert Studdert to brief four cases with the maximum of \$650 a case or the total maximum of \$2,600.

Board Apprised of Legal Matters. The Board heard from the Legal Division regarding the following:

1. Settlement of Grant Construction Company case. Its impact with sovereign immunity.
2. Appeal to Supreme Court of Hopper versus State, highway construction accident.
3. Smith versus Duffy Reed.
4. Potential State legislation for relocation assistance.

5. Controversy of abandonment of State Highway in St. Maries.
6. Consider possible legislation regarding Supreme Court decision on weighing vehicles.
7. Snarr appeal settlement.
8. City of Boise Attorney's views on Interstate beautification in Boise.

Charge Off of Uncollectible Damage Claims Approved With Reservations.

Forty-six claims amounting to \$2,869.71 for a twelve month period were submitted to the Board for charge off authorization. The total paid claims for the last 24 months was \$53,096.90.

The Board stated that further effort be made to exhaust all possibilities of locating the "unlocatables" using the State Police and Department of Law Enforcement records to the fullest extent.

Board Authorizes Sale of Used Vehicles to Vista Volunteers. Upon the recommendation of Assistant State Highway Engineer Christensen, the Board authorized the Department to release to the Vista Volunteers one or two used vehicles it needs to transport farm laborers children from Hammett to Boise. The vehicles are to be among those surplus vehicles that would be put up for auction this year. They should be made available for the appraised "floor" price set for auction.

The Board concurred that the Department should not lease vehicles because of the insurance and public liability provisions that would be lacking for the Department's protection. Also, that later this year when the Vista Volunteers program has come to an end, the Department would put the sold vehicles up for auction and transfer prices realized to the Vista Volunteers if they so desire.

THURSDAY, AUGUST 1, 1968

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
 Howard B. Thomason, Vice-chairman  
 C. Ed Flandro, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-80N-4(5)232, Sec. "C" - The work consists of reconditioning the existing roadway, placing aggregate base and constructing a plant mix base, plant mix surface, seal coating 2-38' lanes, signing, delineation, and a complete rest area facilities adjacent to the north and south bound lanes on 11.084 miles of Interstate Highway 80N, Juniper - Utah State Line, in Oneida County - Federal Aid Interstate and State financed. The contract was awarded to LeGrand Johnson Construction Co., Inc., Logan, Utah, the low bidder, on July 8, 1968, in the amount of \$1,694,674.03.

I-15-3(10)179 - The work consists of constructing the roadway, drainage structures, 3 concrete overpasses, 1 concrete bridge, an asphalt stabilized base, a plant mix bituminous surface, and signing on 8.719 miles of Interstate 15 from China Point to Pleasant Valley, in Clark County - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on July 21, 1968, in the amount of \$2,823,677.35.

ST-5738(507) - The work consists of constructing a plant mix pavement on 3.919 miles of SH-54, US-95 - Farragut, in Kootenai County - State financed. The contract was awarded to Inland Asphalt Co., Spokane, Washington, the low bidder, on July 12, 1968, in the amount of \$98,952.50.

F-3271(12) - The work consists of constructing a plant mix bituminous pavement overlay and seal coat on approximately 8.581 miles of SH-55, Cascade - Donnelly, in Valley County - Federal Aid Primary and State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on July 29, 1968, in the amount of \$250,007.50.

F-6471(37), Sec. "B" - The work consists of constructing a 160' concrete and steel overpass at the Riverside Interchange, in Bonneville County - Federal Aid Primary and State financed. The contract was awarded to Max A. Boesiger, General Contractor, Inc., Mountain Home, Idaho, the low bidder, on July 29, 1968, in the amount of \$181,281.75.

STM-3021(536) & STM-3311(511) - The work consists of placing a seal coat on 12.1 miles of U.S. 20, Joplin - West and on 8.2 miles of U.S. 95, Marsing Jct. - Homedale, in Ada, Canyon and Owyhee Counties - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on July 30, 1968, in the amount of \$39,539.50.

Stockpiles No. 1557 & 1558 - The work consists of furnishing aggregate for road mix pavement in stockpiles at MP-17.27 and 32.1 (SH-37) and cover coat in stockpile at MP-8.0 (SH-34), Holbrook, Roy & Preston, in Oneida and Franklin Counties - State financed. The contract was awarded to Pocatello Construction Co., Pocatello, Idaho, the low bidder, on July 30, 1968, in the amount of \$36,251.00.

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STM-4780(511) - The work consists of seal coating approximately 24.8 miles of SH-11 (MP-69.56 - 94.39), Weippe - Headquarters, in Clearwater County - State financed. The contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, on July 22, 1968, in the amount of \$25,565.00.

S-3832(7) - The work consists of seal coating and constructing a bituminous curb on 4.819 miles of SH-16 & 52, Ada County Line - Emmett, in Gem County - Federal Aid Secondary and State financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on July 23, 1968, in the amount of \$30,051.20.

STM-2023(517) - The work consists of repairing 220' underpass for the 850 West Road on Interstate 80N, approximately 2 miles west of Burley Interchange, in Minidoka County - State financed. The contract was awarded to Gary D. Jones, Burley, Idaho, the low bidder, on August 8, 1968, in the amount of \$11,165.00.

ST-5778(505) - The work consists of seal coating approximately 37.2 miles on SH-57, Priest River - Nordman, in Bonner County - State financed. The Board directed the State Highway Engineer to award the contract to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, in the amount of \$57,680.00.

F-6354(4) - The work consists of constructing the roadway, a 283' concrete and steel bridge, a road mix pavement and seal coat on 0.686 mile of U.S. Highway 93, Carmen Bridge and Approaches, in Lemhi County - Federal Aid Primary and State financed. As the low bidder was 29.027 per cent over the engineer's estimate, the project will be readvertised.

S-5713(1) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 1.048 miles of the Mill Town Road, St. Maries North, in Benewah County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Columbia Contractors, Inc., Gresham, Oregon, in the amount of \$118,241.00.

I-15-1(50)59 - The work consists of constructing concrete sidewalk, arbor slabs, tables and steel arbors at the Portneuf P.O.E. Rest Area on Interstate Highway 15, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Ormond Construction Company, Idaho Falls, Idaho, the low bidder, on August 13, 1968, in the amount of \$10,663.40.

Traffic Control Signals in Orofino Revoked. Whereas, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Orofino, the Board ordered that the minute entry of

June 7, 1955, with respect to traffic control signals in the City of Orofino is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-230, which is made a part hereof with like effect as though extended in full herein.

Caldwell Traffic Control Signals. The Board authorized the City of Caldwell to operate and maintain traffic control signals at the following locations:

Cleveland Boulevard - Kimball Avenue  
(Pretimed Traffic Signal)

Cleveland Boulevard - 9th Avenue  
(Pretimed Traffic Signal)

Cleveland Boulevard - 10th Avenue  
(Pretimed Traffic Signal)

Blaine Street - 10th Avenue  
(Pretimed Traffic Signal)

as recommended and stated in marked Exhibit A-231, which is made a part hereof with like effect as though extended in full herein.

Oakley Traffic Control Signals. The Board authorized the City of Oakley to operate and maintain traffic control signals at the following location:

Center Avenue and Main Street  
Flashing Beacon - Flashing Amber East and West to Main  
Street and Red North and South to Center Avenue

as recommended and stated in marked Exhibit A-232, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 20, US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20 & US 191 from North of Jct. with US Highway 26 to Montana State Line, as recommended and stated in marked Exhibit A-233, which is made a part hereof with like effect as though extended in full herein.

Abandonment from the State Highway System (SH 68). The Board approved the abandonment of 0.567 mile of State Highway No. 68 beginning at a point approximately 5 miles northeast of Hill City and ending at a point approximately 0.4 mile west of Corral, as shown in official Exhibit B-63, which is made a part hereof with like effect as though extended in full herein.

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Removal from the State Highway System (US 26). The Board approved the removal of a section of State Highway No. US 26, 10.673 miles in length and described as beginning at a junction with State Highway No. 46 at Main Street and Fourth Avenue in Gooding and extending easterly to a point 4.856 miles west of the west city limits of Shoshone, as shown in official Exhibit B-64, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (SH 16). The Board approved parking prohibition between Milepost 38.85 and Milepost 39.70 on the east side and on the west side of State Highway 16, located five miles north of State Highway 44, as recommended and stated in marked Exhibit C-47, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
S-SG-3703(4)	Hammett Connection	(This action supersedes Board action dated 8-9-66)
	Beginning of Project - Approx. Sta. 1725	Standard Approach Policy
	Approx. Sta. 1725 - End of Project	*Partial Control, Type "A"
I-80N-2(10)96	SH 68 I.C. (excl) - E. Hammett I.C. (incl)	(This action supersedes Board action dated 5-17-65)
	Hammett Road Connection, Beginning Sta. 53/65 - End Sta. 45/00	*Partial Control, Type "A"
	Remainder of Project	Full Control

\* PARTIAL ACCESS CONTROL, TYPE "A"

#### Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

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### Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

### New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach may be allowed for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

### Use of Private Approaches

Existing and new unrestricted private approaches within one ownership and located at least 660 feet apart will be designated on the plans. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

All approaches provided in conformity with this policy shall be shown on the approved plans.

Additions to 1968 Construction Program for Interstate Project in District 3 Approved. Bridge rail modifications of Interstate 80N from Payette to Boise for the modification of bridge rails on four grade separation structures which would correct the sight restriction by lowering hand rails was approved by the Board.

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Public hearing approved for Payette River Bridge, State Highway 52, Emmett. The Board was apprised that there may be a necessity for a public hearing because of certain street closures and the present location of the Emmett City limits in the area of the construction of a new bridge north of Emmett on State Highway 52. To this the Board concurred and directed its Hearing Officer to proceed accordingly.

Board Approves News Release Regarding Progress of Lewiston Hill Relocation. At the request of the Lewiston Chamber of Commerce and locally interested Port of Lewiston people, the Board issued a news release covering progress of the Lewiston US 95 Hill study on August 1, which is on file in the Central Files' District 4 Planning File and in Public Information.

Board Considers and Approves Testimony at Water Resources Board Hearing on Lucky Peak Reregulated Dam. As the proposed reregulated dam at Lucky Peak would affect State Highway 21, the Board approved testimony to be submitted by the Department protecting the Department's interest as it would affect that section of State Highway 21.

Department's Preliminary Presentation of 1969 - 1971 Fiscal Budget Approved. The Department reviewed with the Board a preliminary submittal of the Department's 1969 - 1971 fiscal budget.

The Board concurred subject to it being within the range of the projection shown in the presentation made.

Board Grants Ketchum Restricted Right of Way Encroachment. The Board again considered the request of the City of Ketchum to construct covered sidewalks. Urban Engineer Crossley explained proposed revisions to Board Policy 617 and Administrative Directive 0-012, which, if enacted, would permit the City of Ketchum to carry out its plan to create the appearance of a 19th Century mining town within the central business district.

Under the proposal, Board Policy 617 would be amended by adding the following: When a City, by formal agreement, assumes full administrative and legal responsibility for sidewalk areas along curbed sections of a State highway within a zoned business district, non-structural amenities which do not serve to support any part of a building, sign, or any device for displaying or selling merchandise, and which do not form a wall, may be permitted to bear upon the sidewalk area provided that the space between the property line and the face of curb is at least 8' wide and no part of such amenities shall extend closer than 18 inches from a vertical plane containing the upper line of the curb face and further provided that such amenities shall only be permitted when they are a part of a prescribed architectural scheme common to a neighborhood of business establishments extending along the highway a distance of one or more city blocks.

The Board approved the proposal, subject to concurrence of the Bureau of Public Roads.

Assistant State Highway Engineer (Operations) Replacement Approved. State Highway Engineer Mathes offered the name of V. N. Richardson, Construction Engineer, as a replacement to retiring Assistant State Highway Engineer (Operations) N. L. McCrea to be effective September 1. The Board unanimously concurred.

Mr. Richardson was the first choice of a committee of three after they had interviewed five Department applicants for the position. The screening committee was composed of Assistant State Highway Engineers McCrea and Christensen and Executive Secretary Summers.

Deputy State Highway Engineer Post Filled. Upon the recommendation of State Highway Engineer Mathes, the Board approved filling of the new (exempt) position by approving and appointing to that position R. B. Christensen, Assistant State Highway Engineer (Engineering), effective August 1.

Board Reaffirms Earlier Approval of Bridge Engineer Appointment. The Board reaffirmed for Board minute action a determination made July 15 by telephone; when by phone call canvassing, the Board approved the appointment of Robert Jarvis to the position of Bridge Engineer as recommended by the State Highway Engineer.

Automated Data Processing Plans and Systems Engineer Approved. Upon the recommendation of the State Highway Engineer, the Board concurred in the establishment of a new position, that of Automated Data Processing Plans and Systems Engineer, and concurred in filling it with Kent Barber, Assistant Planning Engineer, effective September 1, at his present salary.

Department Adopts New Procedures for Employee Promotion. Administrative Director Neumayer apprised the Board of new procedures adopted by the Department to conform with Personnel Commission rules and regulations.

Effective August 1, the Personnel Commission will print and issue notices of vacancies in the Department. They will do so following written request submitted by the Personnel Section of the Department. Together with information regarding the job salary, location, etc., the Department will include a list of six Department employees who they recommend be considered as the promotional rating board for each job submitted. The Personnel Commission will advertise the position and select three of the six names to form the rating board and notify us of their determination.

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In addition, the Department was requested to develop a form on which the various applicants will be rated on the basis of 100 points. The Department has complied with this requirement.

1969 State Highway Map Issue Quantity Approved. The Board authorized the Department to enter into competitive bids for the 1969 State Highway map with an anticipated quantity of 500,000 since the next year will be the National Boy Scout Encampment. That same quantity was used during the 1967 Girl Scout Encampment.

Out-of-State Travel. The Board approved the following out-of-state travel:

Materials Engineer C. B. Humphrey to Regional AASHO Materials Committee Meeting, Santa Fe, New Mexico, August 20 - 22.

State Highway Engineer Mathes to Reno, Nevada, August 29, regarding the movement of overlength vehicle combinations in four northwestern states.

State Highway Engineer Mathes to Colorado Springs, Colorado, August 20 and 21 to attend Norad Civil Defense Conference for Deputy Civil Defense Directors.

State Highway Engineer Mathes and Chief Legal Counsel Tway to Denver, Colorado, August 13 - 14 - 15, for AASHO Administrators Meeting.

Bruce White, Principal Right of Way Agent to Olympia, Washington, to attend a Washington Highway Department and American Right of Way Association Right of Way Seminar on August 8 & 9.

100' Set Back on Right of Way Acquisition to Continue Where Applicable. A request was made by Mart Pennie, Fine Arts Advertising, Boise, to waive a 100' set back provision on a parcel of land adjoining Highway 30 one mile west of the Eagle Junction that an off premise advertising sign might be erected.

After considerable discussion, the Board determined that the set back covenant in the right of way deed should continue to be honored. In discussing this matter the Board directed the Department to revise the Department policy with respect to set back provisions so as to properly handle Secondary highways and zoned and unzoned commercial and industrial areas.

Board Revises 1968 Project Priorities. Anticipating a possible cutoff in Federal Aid contract authorization to all states sometime between now and the end of the year, the Department recommended that

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the Board consider advancing projects that it appears the Department will have ready to advertise between now and the end of the year irrespective of the authorized 1968 Construction Program. They are:

<u>Item No.</u>	<u>Project Description</u>	<u>Route Number</u>	<u>Cost Estimate (\$1,000)</u>
24	Cotterell - Utah L. (A)	I-80N	\$ 2,058
44	Maple Grove-Isaacs Canyon (Surf)	I-80N	2,620
180	Merrill Rd. & So. Pocatello (Surf)	I-15	1,200
	Oregon Line-Meridian (Handrails)	I-80N	33
10	Soda Springs Paving	US 30N	440
8	Garrett Way & Hawthorne, Pocatello	US 30N	80

Board Meets with Pocatello City Commission. An Evening meeting with the Pocatello City Commission brought out twelve requests for highway improvement in the Pocatello area amounting to several million dollars. The requests were made in the light of establishing priority as to the City's highway needs with no demands for particular time compliance. The requests included:

1. Designation of East Clark and East Center as a part of the State Primary System.
2. A four-lane railroad overpass or matching two-lane railroad overpass to relieve Gould Street overpass traffic problems.
3. Place Alameda Road between Yellowstone Avenue and Highway 30 on the State Highway System and improve it.
4. Place Pole Line Road on the State System and reconstruct the road.
5. Overlay Yellowstone Avenue from Oak to the Chubbuck Interchange.
6. Beautification of the airport interchange and place airport directional signs on the Interstate.
7. Provide a traffic control system near the Pocatello Industrial Park.
8. Provide for traffic signals at Second and Benton.
9. Beautification of Fourth Street Couplet near the upper level of Ross Park.
10. Declaring an area near Ross Park as an Interstate rest area.

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11. Establishing a new road across the hills east of Interstate 15 as a part of the Federal Aid Secondary System.

12. Construct a road between Terry Street and Barton east of Interstate 15 and designate it as a Federal Aid Secondary road.

No commitment replies were made regarding these requests by the Board.

Mr. Mathes stated it would be fiscally impossible to take care of all the requests in the near future and agreed with Councilman Barlow that the list is sufficient to begin establishing priorities. Mr. Mathes further stated that any proposed improvements should be a part of an overall metropolitan transportation plan for the City of Pocatello.

Board Vice-chairman Thomason was absent at the meeting and on the Friday, August 2, Tour.

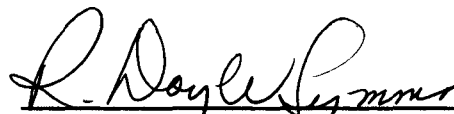
FRIDAY, AUGUST 2, 1968

The Board accompanied an Eastern Idaho Chamber of Commerce delegation to Jackson Hole and toured the Flagg Ranch to Ashton Road.

It was learned the U.S. Forest Service intended to include that section in its ten year planning program for a 22' oil mat through the forest.

No commitments were made by the Board for any State Highway System or fund participation.

WHEREUPON, the Board adjourned until its next meeting scheduled for September 9 & 10, 1968.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
September 10, 1968  
Boise, Idaho

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

September 9 &amp; 10, 1968

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, September 9, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
 Howard B. Thomason, Vice-chairman - Director, District 3  
 C. Ed Flandro, Member - Director, District 1  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary of the Board

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

F-1481(8)	Second South Street (Soda Springs)
I-80N-4(5)232 "A"	Cotterell - Sublett
S-6760(4)	Parker - Thornton Road (Structures)
Stockpile No. 6551	Salmon Maintenance Yard
S-3701(2)	Flat Creek - Three Creek
Building No. 6301	Irwin Maintenance Building
I-15-3(33)168	Dubois I.C. Landscape
I-90-1(29)50 "C" (Paving)	Kellogg - Osburn (Paving)
I-90-1(66)69	Mullan - Montana State Line (Clearing)
I-IG-80N-2(17)50	Maple Grove - Isaac's Canyon (Surfacing)

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-80N-2(20)132, Sec. "A" - The work consists of grading a 4-lane divided roadway and drainage structures on 7.501 miles of Interstate 80N, E. King Hill I.C. - W. Bliss I.C., in Elmore and Gooding Counties - Federal Aid Interstate and State financed. The contract was awarded to Rogers Construction Co., Portland, Oregon, the low bidder, on August 27, 1968, in the amount of \$1,042,855.25.

Building No. 5381 - The work consists of constructing a shop and office structure at Santa, Idaho - State financed. The Board directed the State Highway Engineer to award the contract to Sceva Construction Co., Inc., Spokane, Washington, the low bidder, in the amount of \$48,084.00.

Stockpile No. 4559 - The work consists of furnishing aggregate in stockpile adjacent to MP-24.85 (SH-64), Kamiah Grade, in Lewis County - State financed. As the low and only bidder was 29 per cent over the Engineer's Estimate, the project will be readvertised.

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S-6820(2) - The work consists of constructing the roadway and a roadmix pavement on approximately 6.591 miles of the Victor - Driggs Road, Victor - Cedron, in Teton County - Federal Aid Secondary and County financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on September 5, 1968, in the amount of \$282,043.85.

Building No. 2221 - The work consists of constructing a shop and office structure at Fairfield, Idaho - State financed. The Board directed the State Highway Engineer to award the contract to Ullman Construction Co., Inc., Twin Falls, Idaho, the low bidder, in the amount of \$53,431.00.

S-6807(1) - The work consists of constructing a 349' concrete and steel bridge and approaches over Falls River and a 48' concrete bridge on 0.824 mile of the Marysville-Drummond Road, in Fremont County - Federal Aid Secondary and County financed. As the low bidder, Knowlton Company of Layton, Utah, would not execute the contract because of alleged errors, the Board directed the State Highway Engineer to award the contract to the next low bidder, Max A. Boesiger, General Contractor, Mountain Home, Idaho, in the amount of \$269,194.50.

Building No. 6092 - The work consists of reroofing the Rigby State Office Building, in Jefferson County - State financed. The contract was awarded to Hughes Roofing Co., Inc., Idaho Falls, Idaho, the low bidder, on September 4, 1968, in the amount of \$1,792.00.

STM-2361(556) - The work consists of constructing a plant mix pavement on approximately 5.020 miles of U.S. 30, Filer - Twin Falls, in Twin Falls County - State financed. The contract was awarded to Carl E. Nelson Construction Co., Logan, Utah, the low bidder, on September 9, 1968, in the amount of \$112,808.00.

F-3111(13) & F-FG-3112(10) - The work consists of constructing the roadway, drainage structures, plant mix bituminous surface and illumination on 0.625 mile of U.S. 30, Snake River Br. to Gayway Jct., and the roadway, drainage structures, R.R. Underpass, plant mix bituminous surface and illumination on 2.030 miles of U.S. 30N and US-95, Gayway Jct. to S.C.L. of Payette, in Payette County. The Board directed the State Highway Engineer to award the contract to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$789,925.32.

STM-1031(526) - The work consists of preparing and painting steel handrail on 32 structures located on I-15-1, I-15-2, I-15W, US 30N and SH-34, in Bannock, Bingham, Power, Oneida and Franklin Counties - State financed. The contract was awarded to Willette Painting Co., Blackfoot, Idaho, the low bidder, on September 11, 1968, in the amount of \$34,348.00.

S-6764(1) & S-6774(5) - The work consists of reconditioning the roadway, placing aggregate base, road mix bituminous surface and seal coating 3.002 miles of the Hibbard-Salem Road and 0.560 mile of the Moody Road, in Madison County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, in the amount of \$90,451.45.

I-80N-4(5)232, Sec. "A" - The work consists of reconditioning the existing road, constructing an aggregate base course, a plant mix base course, a plant mix pavement, signing and delineation on 16.489 miles of I-80N, between Cotterell and Sublett, in Cassia County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Grant Construction Co. & Inland Asphalt Company, Hayden Lake, Idaho, the low bidder, in the amount of \$1,503,389.00.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-4113(37), U.S. Highway 95, McKinzie Cr. - Slate Cr., Idaho County - Idaho County Light & Power Cooperative Assn., Inc. & Idaho Telephone Company

S-3701(2), Three Creek - Flat Creek, Owyhee County - Idaho Power Company

Department Apprises Board of Federal Highway Administrator's Announced Deferral of Contract Letting. State Highway Engineer Mathes outlined to the Board information received dated September 9 concerning the deferral of all Federal-aid contract advertising until December 1. He pointed out also the noncompliance of the action "with the sense of Congress" as set forth in the 1968 Federal Highway Act, Section 15, Subsection (c), that no part of the Highway Trust Fund shall be withheld as long as there are sufficient moneys available in the fund.

The Board directed the Department to appeal to the Congressional Delegation and the U.S. Public Works Committee for action from them in granting relief to the states from the administrative deferral order. It was directed that a letter should go out to interested highway user groups and individuals that they, too, may register their views to the Congressional Delegation and appropriate officials on this subject. Also, an immediate news release was to be prepared for all weekly papers as to how it will affect our current highway program.

September 9, 1968

Porsche Club Racing Permit Approved. A request by the Porsche Club of America in their letter of August 16 to State Highway Engineer Mathes contained a proposal to use 3½ miles of U.S. 93 from the Horse Creek Road intersection northward towards Galena Summit on Wednesday and Thursday, July 6 and 7, 1971, for the purpose of conducting a hill climbing sports event. The letter stated in part, "our guarantee that the highway will be controlled at all times with phones and radio communication, blocked at top and bottom with caravan cars to lead through traffic, as well as return our own cars from the top at twenty to thirty minute intervals. We would expect to lead and follow each line of traffic to insure complete control and minimize any delay to travelers. Adequate insurance will be provided by the Porsche Club of America."

The Board authorized the Department to cooperate in the hill climbing effort called the "Eleventh Porsche Parade" provided adequate public liability and property damage insurance was provided through an Idaho agent representing a company authorized to do business in Idaho.

Consulting Engineering Agreement for Interstate Structures Approved. The Department after interviewing several consulting engineering firms submitted a proposal by Smith and Monroe to design five Interstate structures between Mountain Home and Hammett for \$29,000.

The Board accepted and concurred in the recommendation subject to the approval of the U.S. Bureau of Public Roads.

Overtime Work for Bridge Section Personnel Approved. Because of the work load, State Highway Engineer Mathes asked permission to pay straight overtime to the people in the Bridge Section for a nine hour day for approximately 60 days beginning September 4. To which, the Board concurred.

Merit Raise Approved. The Board approved a merit raise for Howard Johnson, Assistant Construction Engineer, from the fifth to sixth block in Group 73, effective October 1.

Out-of-State Travel. The Board approved the following out-of-state travel:

Personnel Director Murray and one person for E.I.T. recruiting, Utah State University, Logan, October 29 - 31, and Montana State University, Bozeman, October 16 - 18.

Harry Strong, Engr. Tech. VI, to Portland, Oregon, for training in ultrasonic testing of welds, September 30 - October 11.

Earl Turner to Vancouver, Washington, October 31 - November 1, to attend Right of Way Association Seminar. (Request from B.P.R.)

State Highway Engineer Mathes to Chicago, Illinois, September 23 - 24, to attend Joint AASHO and AAR Committee Meeting.

Department Printing Approved. The Board authorized the printing of 500 copies of the Department's Idaho Highway Laws book and the awarding of the 1969 State Highway maps to Rand & McNally for 500,000 copies at \$57.50 a thousand for \$28,750.

Board Reaffirms Abandonment of Old State Highway Section West of Blackfoot. The Board read a letter from Bingham County Commission Chairman Darwin Young asking that the section of State highway between U.S. 26 and State Highway 39 which crosses the Snake River west of Blackfoot be retained on the State Highway System.

The Board noted that Bingham County Commission Chairman Brower in April, 1959, at the Blackfoot public hearing stated, "As County Commissioners we feel we can recommend the proposed changes in the relocation of State Highway 26 and 39." In which hearing brochure, the abandonment to local government of the section in question was clearly outlined.

The Board then determined to reaffirm the previous Board's position in returning the section to local government.

Aberdeen Delegation Discusses State Highway 39 Improvements. The following delegation appeared before the Board:

Willis Palmer, President, Aberdeen Chamber of Commerce  
Theodore Wren, Mayor, Aberdeen  
Robert Lee, Bingham County Commissioner  
Hassell Vargason, Chief of Police, Aberdeen  
Dee N. Monsen, Local Manager, Idaho Telephone Co., Aberdeen  
Elbert L. Gossen, Manager, First Security Bank, Aberdeen

The delegation appeared offering any Chamber of Commerce and local support the Department should need in expediting right of way acquisition on the next project scheduled in the 1968 program for State Highway 39 north of Aberdeen.

In discussing the previous project's right of way problems, it was determined that a pre right of way acquisition meeting should be held with all needed property owners attending.

The delegation was informed that the Board had filed a Supreme Court appeal on the Poulson right of way court award on the previous project.

Columbia Contractors Request Withdrawal of Bid. This matter came before the Board of Highway Directors in an informal hearing at 2:30 p.m. on Monday, September 9, 1968, upon the request by Columbia Contractors, Inc. of Gresham, Oregon that it be allowed to withdraw its bid on Project No. S-5713(1), Milltown Road, Benewah County, Idaho, without forfeiture of the bid bond.

Columbia Contractors, Inc. appeared by and through its president J. R. Zumwalt, and its attorney, Paul R. Meyer of the firm of Kobin & Meyer, Attorneys, Portland, Oregon. The surety, Mansfield & Co. of Portland, Oregon, also attended this hearing by and through its president A. G. Mansfield. The State of Idaho, Department of Highways, appeared by and through its Chief Legal Counsel, Faber F. Tway, and Anton Hohler and Alan Smith, attorneys for said Department.

The witnesses were duly sworn and testimony was adduced by both the contractor and the State of Idaho concerning the details and circumstances of the alleged bid mistake on said Milltown Road project. The mistake was alleged to have occurred as a result of the omission of the item of drilling and shooting of the borrow source and this was basically the testimony of Mr. Zumwalt.

The Board then took the matter under advisement.

The Board having considered the oral and documentary evidence submitted at said hearing found that there was insufficient proof of a mistake; and that to permit the contractor to summarily withdraw his bid for alleged unilateral error would jeopardize the stability of competitive bidding on all department contracts. The Board further determined that should Columbia Contractors refuse to enter into the project contract that all other bids be rejected, the project be readvertised for bids and demand made upon the surety for the forfeiture of the bid bond of Columbia Contractors, Inc. and for the recovery of liquidated damages in the amount of 5 per cent as provided by the obligation of said bond.

Franklin Knowlton Asks for Withdrawal of Bid Because of Error in Bidder's Proposal. Mr. Franklin Knowlton met with the Board on September 9, 1968, and asked to be permitted to withdraw his proposal because of an error in it which consisted of leaving out the cost of painting the bridge. In presenting his case he exhibited a firm bid from a steel contractor who was to do the steel work and which did indicate that there was nothing in the proposal for the painting. He also indicated that his bid did not allow for the costs of installing a safety net which is required by regulations of the Idaho State Labor Department. He indicated that he was not presenting this as an error in the proposal nor asking to be excused on additional costs incurred by this factor but that this together with the painting item

resulted in a bid so hopelessly low that to perform the contract would necessarily result in a considerable loss to him.

The Board determined that it did not appear that there was sufficient evidence to justify waiver of the bid bond forfeiture requirement in the proposal and that to permit the withdrawal of any bid for error would set a bad precedent and might create a ready excuse for any contractor who might wish to reconsider his proposal in the light of bids made by other contractors on the same project.

September 9th, the day of his appearance before the Board, was the last day for him to sign the contract which had been awarded to him by letter dated August 23, 1968. The Board therefore awarded him an extension of time of one day for him to consider his action.

Mr. Knowlton then appeared before the Board the next day, September 10, 1968, and informed the Board that he would refuse to sign the contract and would ask that his bid bond be cancelled.

The Board then determined to award the project to the second low bidder and directed the Department to proceed with the collection of liquidated damages by forfeiture of the bid bond in the amount of \$11,743.18.

#### TUESDAY, SEPTEMBER 10, 1968

The meeting of the Highway Board reconvened at 7:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
Howard B. Thomason, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary of the Board

Meeting with Law Enforcement Concerning Overweight Permits for Reducible Loads. Meeting before the Board to discuss the proposed Board regulation concerning overweight permits for reducible loads were Commissioner Warner Mills, Superintendent of State Police Clark Hand, Motor Vehicle Director Jack Farley and Law Enforcement Administrative Director Don Anderson.

The Commissioner submitted a proposed rule and regulation, in letter dated August 6, 1968, which is in Central Files, that the Board might consider adopting as an assist to Law Enforcement in its problem of controlling overloads on the State Highway System. The Commissioner stated that, in his opinion, this proposed regulation would be quite a deterrent of the habitual trucker that overloads for profit.

The Board concurred that it would submit to public hearing under the Administrative Procedures Act as soon as possible proposed rules and regulations patterned after a revised version of the suggested regulation.

Minutes. The Board approved the minutes of the July - August Board Meeting.

Damage Claims Reviewed by Board. The matter of claims for Highway Department materiel damage from motor vehicle accidents was presented to the Board for clarification from the last Board meeting's presentation and it was determined that those claims which the Legal Division has exhausted all efforts in collecting should be turned over to a collection agency and that no compromise of claims should be made in settlement by the Department.

Before the Legal Division enters suit on collection of any claims, the Board would like to review the case.

Sletten Claim Hearing Set for December. Chief Legal Counsel Tway apprised the Board that a hearing before the Board in December was tentatively scheduled and the hearing would take up several days of testimony.

The Board determined that the dates were satisfactory and that the Board's Executive Secretary should sit in on the entire presentation representing the Board.

The Board directed Legal Counsel to check with the Attorney General's Office on this matter and that if an outside hearing officer should be sought to engage an attorney to preside in hearing this case.

Department Reports on Slippery Pavements. Assistant State Highway Engineer Richardson submitted a report on bleeding asphalt pavements throughout the State Highway System and the remedial steps the Department is taking in the matter in the cautionary protection of motorists until rehabilitation of the problem areas can be made.

A copy of the report is in Central Files.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 30N	F-1024(20) F-1024(6) R/W	Ben H. Lyons, Jr. & George W. Frost & Ruth Frost	Parcel No. 7
US 30N	F-1024(20) F-1024(6) R/W	Donald C. Lenon & Lois L. Lenon; Harold K. Lenon & Louisa B. Lenon	Parcel No. 12

The Board authorized the Department to go to \$48,000.

September 10, 1968

SH 55	F.H. 23-1(1) F-3271(8) R/W	Rachel Watson, a widow & the Heirs & Devisees of Clayton Watson, deceased	Parcel Nos. 10, 10-E-1 & 13.1
I-80N	I-80N-2(9)91	Heirs & Devisees of W. A. Songster & Lillian I. Songster, deceased	Parcel No. 23
US 30	F-2361(11)	Harriet S. Wilson	Parcel No. 15 & 15-E-1
US 2	F-5121(11) F-5121(12) R/W	Theodore J. Spracklen, et al	Parcel No. 9 & 9-E-1

Approval of Purchase of Property Outside of Right-of-Way. The Board approved the following:

US 20	F-6471(31)	Dick Rushton & Priscillia Rushton; Bill Rushton & Mildred Rushton - approved purchase in the amount of \$1,280	Parcel No. 100R
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Approval of Permit to Use Right of Way was given on the following:

US 30S	F.I. 2011(1)	Holmgren Land & Livestock Co.	2-68-93
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Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

Maintenance Yard #2170, Hailey, Idaho	Blk. 68, City of Hailey, Blaine County, Idaho - to be sold for not less than \$19,500
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Maintenance Yard #2150, Ketchum, Idaho	Lots 1, 2, 3, 6, 7, 8 & a portion of Lot 5, Blk. 11, City of Ketchum, Blaine County, Idaho - to be sold for not less than \$28,000
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Maintenance Yard #4030, Moscow, Idaho	Lots 1, 2 & 3 Blk, 16 Sunnyside Addition to town of Moscow, Latah County, Idaho - to be sold for not less than \$6,000
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I-80N	I-80N-3(11)164	W. Jerome I.C. - U.S. 93 - to be sold for not less than \$1,750	Parcel No. 16R
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September 10, 1968



Discussion of Fletcher Street Property in Boise (Maintenance Site #3340) as Whether to Re-rent or Dispose of Property. The Board instructed the Right of Way Division to obtain new appraisals and to ready it for sale.

Report on Condemnation Settlement in the amount of \$73,800 including interest was given on the following:

I-80N	I-IG-80N-2(16)54	Glen E. Elliott & Hilda	Parcel No. 16
	I-IG-80N-2(14)50	R/W Durece Elliott	

Speed Control Zones in District 2 (SH 25). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 25 from East of Jct. with US 30 to I.C. with I-80N, as recommended and stated in marked Exhibit A-234, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (US 20T, 26, 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20T, 26, 30 from Elmore County Line to Jct. with US 20T, 26 and SH 25, as recommended and stated in marked Exhibit A-235, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 91). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 91 from Milepost 112.00 to Milepost 196.15, as recommended and stated in marked Exhibit A-236, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (I-15, US 91). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15 & US 91 from Interchange with US 26 - 91 Bus. to Montana State Line, as recommended and stated in marked Exhibit A-237, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 22). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 22 from Jct. SH 22 - 88 to Dubois Urban Extension, as recommended and stated in marked Exhibit A-238, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Dubois (SH 22, I-15 & US 91). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 22, I-15 & US 91 in the City of Dubois, as recommended and stated in marked Exhibit A-239, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in Craigmont Revoked. Whereas, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Craigmont, the Board ordered that the minute entry of December 17, 1954, with respect to traffic control signals in the City of Craigmont is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-240, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in Kendrick Revoked. Whereas, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Kendrick, the Board ordered that the minute entry of December 17, 1954, with respect to traffic control signals in the City of Kendrick is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-241, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in Winchester Revoked. Whereas, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Winchester, the Board ordered that the minute entry of December 17, 1954, with respect to traffic control signals in the City of Winchester is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-242, which is made a part hereof with like effect as though extended in full herein.

Relinquishment of Right-of-Way on S-233(1) & S-234(1) to Bonneville County. The Board approved the relinquishment to Bonneville County of highway right-of-way acquired in the name of the State of Idaho under Projects S-233(1) & S-234(1) extending northerly and easterly from a point approximately 2.0 miles north of Osgood, as shown in official Exhibit B-65, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System Revised (District 6). The Board rescinded the minute entry for Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System in District 6 dated May 23, 1967, and approved the exclusion of six stop signs at Railroad Grade Crossings on the State Highway System in District 6, as shown in official Exhibit C-48, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (US 93). The Board approved parking prohibition between Milepost 53.10 and Milepost 53.15 on the east side and on the west side of U.S. Highway 93, located near the interchange with I-80N, as recommended and stated in marked Exhibit C-49, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
I-80N-3(22)159		(Supersedes previous minute entry dated August 9, 1965)
Interstate 80N	Wendell - Jerome	Full Control
State Highway 46	Station 55/50 to 58/75	*Partial
F-5141(3)	Plummer, East	**Partial Control, Type "A"
F-2391(16)	North Five Points in Twin Falls	Standard Approach Policy
F-2392(13)	Valley Creek Bridge	**Partial Control, Type "A"
F-6471(39)	Rigby Section	***Partial Control, Type "E"

\* PARTIAL

#### Public Road Connection

A public road connection will be permitted as shown on the plans left of Station 57/36.

#### Private Approaches

A private approach will be permitted as shown on the plans right of Station 57/36.

\*\* PARTIAL CONTROL, TYPE "A"

#### Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

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Future public road connections may be permitted at the approximate locations shown on the plans.

#### Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

#### New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

#### Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

\*\*\* PARTIAL CONTROL, TYPE "E"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

Private vehicular approaches will not be allowed.

100' Setback Approved for Secondary Road System. Present Idaho statutes govern the control of outdoor advertising on Interstate and Primary highways in Idaho. The Board directed the Department to continue to acquire 100' setback clauses in right of way contracts when right of way is purchased on State Secondary Road projects.

Progress of Data Processing Equipment Reported. Deputy State Highway Engineer Christensen reported that the Ernst & Ernst statewide data processing utilization study has assured the Department it definitely will have access to a 360 I.B.M. computer, thus saving the Department and the State conversion costs from the various Highway Department's programs that the Department is now and in the future contemplating using for Department engineering functions. The Department was assured a stand alone terminal with compute capabilities of its own to serve the Department's needs.

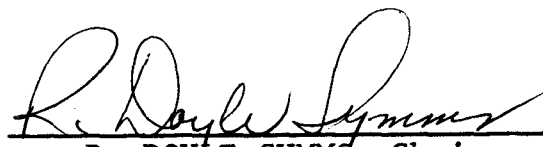
Mr. Christensen stated that Ernst & Ernst study personnel were advised that should I.B.M. equipment not be made available to the Department that the vendor's contract should include a requirement that the vendor must support the requirements of the Department in conversion costs and such conversion costs must be borne by the vendor.

Historical Society Building Agreement Consummated. The proposed agreement with the Idaho State Historical Society covering the construction of a warehouse on Highway Department property was reviewed.

The Board authorized the State Highway Engineer to sign the agreement at such time as he is satisfied with the adequacy of the plan and layout for the building.

WHEREUPON, the Board adjourned until its next meeting scheduled for October 7 & 8, 1968.

Read and Approved  
October 7, 1968  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

October 7 & 8, 1968

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, October 7, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Howard B. Thomason, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary of the Board

The Board Approved Plans, Specifications and Estimates for the following contemplated project previously authorized by the Board:

I-80N-3(22)159

W. Wendell I.C. (excl.) - W. Jerome  
I.C. (excl.)

Minutes. The Board approved the minutes of the September Board Meeting.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

F-1481(8), Second South Street, Caribou County - Mountain States Telephone & Telegraph Company; City of Soda Springs; and, Inter-mountain Gas Company

Hearing Determination Regarding the Seasonal Restriction of Metallic Lugged Tires on the Highways of Idaho. A public hearing was held pursuant to public notice at the State Highway Building Auditorium, in Boise, Idaho, at 9 a.m., Thursday, September 12, 1968.

October 7, 1968

The Board having read the transcript made of the testimony and the Board having considered the same, made the following decision in the matter:

1. That motor vehicle tires with built in lugs of tungsten carbide or other metallic material be prohibited on Idaho's public highways between April 16 and September 30, 1969, and yearly thereafter between those dates.
2. That Idaho's urban fire department pumper trucks and ladder trucks be exempt from this seasonal use prohibition.

Uncollected Highway Property Damage Claims Directed to Credit Collection Agency. The Board viewed two letters from credit agencies dealing with handling Highway Department property damage claims that have developed from uncollected damage claims during the past two years.

The Board directed the Department to turn these items over to the United Credit Men's Association, F. D. Martin, Manager, Boise, for processing to the collection stage as submitted in that Company's proposal letter.

Nampa Chamber of Commerce Urges Reconstruction of Walters Ferry Bridge. A delegation composed of the following appeared before the Board:

G. M. Brown, State Representative, Nampa  
 Robert W. Sarles, Manager, Nampa Chamber of Commerce  
 C. E. Gough, City Editor, Nampa Free Press  
 Elmo Crill, Nampa Chamber of Commerce  
 Cash Harper, Nampa Highway District  
 Jack Hayes, Nampa Highway District

The delegation cited crop vehicle tonnages that would move over this bridge were more than ten ton restrictions posted on the structure and for this reason cited considerable costs that growers in Owyhee County were put to by marketing out of direction such items as sugar beets, potatoes, etc.

The delegation urged that since the present Nampa south project is stymied because of condemnations, the Board should consider construction of the bridge with this money.

They were informed that the bridge is not designed and it would be at least 1970 before it could be put to contract were the money ready and the work ordered today.

Chairman Symms advised the group that if they could come up with any financial assistance it could certainly affect the advancement of the Walters Ferry Bridge from late to early in the five year program.

The delegation agreed that, in their opinion, some local moneys could be raised as an inducement to assure earlier construction of the Walters Ferry Bridge and that progress in this direction would be reported back to the Board at an early date.

Blackfoot Delegation Protests Abandonment. Appearing before the Board were the following delegation:

Darwin L. Young, Chairman, Bingham County Commissioners  
Austin Stover, President, Blackfoot City Council  
John Harper, Bingham County Engineer

The delegation stressed that, in their opinion, the traffic count on this proposed abandoned section was more in the range of a State highway than a county road and that the State should continue to keep it on its system.

The Board assured them that it was not the policy of the Highway Board to maintain parallel roads as close together as the two subject roads are and offered to seal coat the approximate one mile section proposed to be abandoned that it would be left in good shape for local motor vehicle traffic.

Mr. Harper countered saying that some of the shoulders are breaking and that something more than a seal coat would be necessary to hold the road surfacing together.

The Board instructed the Department to inspect the road section involved to determine the estimated cost for needed rehabilitation and report back to the Board.

In answer to the question as to whether or not the State should remove the old bridge over the river, the County Commissioner stated that it made no difference whether the State removed it or not but Mr. Stover, speaking for the City Council, was quite strong that the bridge should remain in, thus causing a road maintenance to be continued on the abandoned subject section.

State Highway Engineer Mathes stated that, in his opinion, about an even split of traffic will share the old road and the new road.

The matter of bridge inspection was discussed and the Department will, before turning the abandoned section over to the local jurisdictions, inspect the bridge.

October 7, 1968



Western Appraisals and Surveys Offers Services. Terry Rudd of Lewiston of the above offered his firm's services in both appraising and purchasing of right of way on separate projects and also an additional service of surveying locations.

Mr. Rudd left a brochure outlining the work proposal that the firm is in a position to offer the Department stating that similar services have been done by this office in Bellevue, Washington and under Gene Rawleigh of Schmidt Survey Company of Texas in the State of Oklahoma.

Bliss Highway District Presses for I-80N Interstate Vehicle Underpass. Appearing before the Board were:

Cecil D. Hobdey, Legal Counsel for the Bliss Highway District  
Dumas Freeman, Superintendent of Schools, Bliss  
Eugene Morris, School Board Member, Bliss  
Ralph Walston, Secretary-Treasurer, Bliss Highway District  
Frank W. Graves, Commissioner, Bliss Highway District  
Rex Barlogi, Commissioner, Bliss Highway District

The delegation asked for in order of importance:

First, an underpass of I-80N at a county road between Bliss and Tuttle that is presently being requested by the Department for a single vehicle underpass.

The second objective of the delegation is to obtain an underpass wide enough for the passing of two vehicles.

The delegation pointed out that school buses are forced to drive twenty to twenty-five miles further and that children are on the buses twenty to twenty-five minutes a day earlier and later, getting on the bus at a quarter to 7.

Attorney Hobdey was asked to submit a package justification that the Department might work closely with them to enlarge the size of the underpass to as large as can be justified to the Bureau of Public Roads in the direction of the objectives set forth by the delegation with particular emphasis for the need for the structure for irrigation, maintenance, school buses and mail route needs.

Deputy State Highway Engineer Christensen stated that on the receipt of this complete package of information the Department would make a final effort with the Bureau of Public Roads to justify as large a vehicle underpass as can be made in this case.

Mountain Home - Hill City and Lowman - Stanley Winter Maintenance Formalized. Upon the recommendation of the Department, the Board concurred in keeping SH 68 between Mountain Home and Hill City open during winter months as long as practical with the equipment available. The Lowman to Stanley, SH 21, section is to be allowed to close when heavy snows come and such policy is to be continued at least until the paving is completed between those points.

Board Concurs in Policy for Limited Consulting Services. Upon the recommendation of the State Highway Engineer, the Board concurred in his securing limited, special, consulting services as he deems needed to most effectively advance Department programs, provided that the fee for such services does not exceed \$1,000 for any single service or a total of \$10,000 during any calendar year. It is further provided that the State Highway Engineer shall report to the Board semi-annually the services secured and the fees paid under this policy.

Required consulting services of more significant extent shall be secured in the manner set forth in Board Policy No. 608.

Board Approves Following Policy on County Route Markers. Whereas, the Idaho Association of Commissioners and Clerks have adopted a County Route Marker Program conforming to the general policies of the National Association of Counties to mark county routes of major importance that are of general public interest; and

Whereas, it is the objective of the State Highway Board to facilitate road travel on local roads and streets as well as state highways,

Be it Therefore Resolved, that the Idaho Board of Highway Directors will cooperate with the Idaho Association of Commissioners and Clerks in its program by authorizing the Department to:

1. Develop a numbering system, keep the necessary permanent records required, and assign route numbers upon receipt of the proper resolutions and approval of the Idaho Association of Commissioners and Clerks board of review established to administer and monitor the program.
2. Install county route markers on the State Highway System at locations where properly signed county routes approved for marking intersect with the State Highway System.
3. Recognize said routes by identifying the designated routing and number upon its official highway maps, if space permits.

October 7, 1968

Hearing Officer for Sletten Claim Discussed. Chief Legal Counsel Tway reported to the Board that it would be possible to engage Attorney Richard Weston as hearing officer for the Department's hearing of the Sletten Construction Company claim.

The Board directed Chief Legal Counsel Tway to inquire of the Attorney General's office if they could not make available an attorney to serve as hearing officer, feeling that the State should have such an employee available for hearings under the Administrative Procedures Act.

Mr. Tway contacted the Attorney General's office and they advised that none of their personnel would be available in this capacity and observed that contract claim hearings under the Administrative Procedures Act should be heard by a hearing officer not associated with the Highway Department.

Whereupon, the Board approved hiring of Mr. Weston to hear the Sletten claim matter at \$20 per hour which is to include hearing time as well as subsequent work directly associated with the hearing matter.

Fred Stewart Agreement Consummated. Deputy State Highway Engineer Christensen apprised the Board that a cooperative agreement has been fully executed with Fred Stewart on work and property exchange on U.S. 93 north of the I-80N north Twin Falls interchange. The agreement was executed in accordance with the Board's decision in the matter.

Out-of-State Travel. The Board approved the following out-of-state travel:

Two people to attend Annual AASHO Conference, Minneapolis, Minnesota, December 2 - 6.

Howard Johnson and Dave Murray to University of Utah and Brigham Young University to recruit, November 12 - 15.

One Right of Way person and one Legal person to attend B.P.R. scheduled Relocation Assistance Conference, Portland, Oregon, October 28 - 29.

Don Cox to attend B.P.R. Conference on Equal Employment Opportunity Program, San Francisco, California, October 31.

TUESDAY, OCTOBER 8, 1968

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
Howard B. Thomason, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

F-6354(4) - The work consists of constructing the roadway, a 283' concrete and steel bridge, a road mix pavement and seal coat on 0.686 mile of U.S. Highway 93, Carmen Bridge and Approaches, in Lemhi County - Federal Aid Primary and State financed. The contract was awarded to Hartwell Excavating Co., Idaho Falls, Idaho, the low bidder, on October 7, 1968, in the amount of \$293,720.50.

Stockpile Project No. 6551 - The work consists of furnishing aggregate for road mix pavement in stockpile located within the Salmon Maintenance Yard (MP-307.36, U.S. 93), in Lemhi County - State financed. The contract was awarded to Hartwell Excavating Co., Idaho Falls, Idaho, the low bidder, on October 7, 1968, in the amount of \$14,450.00.

S-6760(4) - The work consists of constructing a 131 foot and a 98 foot concrete bridge over the Snake River and Warm Slough on the Parker - Thronton Road, in Madison County - Federal Aid Secondary and County financed. The contract was awarded to Max A. Boesiger, General Contractor, Inc., Mountain Home, Idaho, the low bidder, on October 9, 1968, in the amount of \$89,899.50 (Alternate No. 2).

I-15-3(33)168 - The work consists of placing topsoil, planting and installing an underground sprinkling system on Interstate Highway 15, Dubois I.C., in Clark County - Federal Aid Interstate and State financed. The contract was awarded to Mel Brown Co., Idaho Falls, Idaho, the low bidder, on October 8, 1968, in the amount of \$69,205.25.

Building No. 6301 - The work consists of constructing a 40' x 112'8" metal and pumice block maintenance building with oil furnace and drilling well at Irwin, Idaho, in Bonneville County - State financed. The contract was awarded to Clark Brothers Construction Co., Inc., Idaho Falls, Idaho, the low bidder, on October 10, 1968, in the amount of \$58,860.00.

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S-3701(2) - The work consists of constructing the roadway and a road mix pavement on 5.628 miles of the Three Creek Road, Flat Creek - Three Creek, in Owyhee County - Federal Aid Secondary and County financed. The contract was awarded to Karl Woodall & Sons, Inc., Boise, Idaho, the low bidder, on October 1, 1968, in the amount of \$256,667.50.

I-90-1(29)50, Sec. "C" - The work consists of constructing a cement stabilized base, concrete pavement, signing and illumination on 7.180 miles of I-90 from Kellogg to Osburn, in Shoshone County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Acme-Vickrey, a Joint Venture, Spokane, Washington, the low bidder, in the amount of \$2,007,392.00.

I-IG-80N-2(17)50 - The work consists of constructing a cement stabilized base, a concrete pavement, signing and illumination on 10.294 miles of I-80N, in Ada County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, in the amount of \$1,940,798.85.

F-1481(8) - The work consists of constructing the roadway, storm sewer, a plant mix bituminous surfacing and curb and gutter on 1.156 miles of U.S. 30N, 2d South Street (Soda Springs), in Caribou County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Holmes Construction Co., Inc., Heyburn, the low bidder, in the amount of \$419,704.70.

I-90-1(66)69 - The work consists of clearing and grubbing, clearing and roadside cleanup on 3.468 miles of Interstate 90, between Mullan and the Montana State Line, in Shoshone County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Murphy Brothers, Inc., Spokane, Washington, the low bidder, in the amount of \$194,200.00. This is subject to the concurrence of the Bureau of Public Roads.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 30N	F-1024(20) F-1024(6) R/W	T. D. Jones & Wanda Jones; W. B. Jones & the Heirs & Devisees of Delores Jones, Deceased	Parcel No. 18
US 30	F-2361(11)	L. C. Abel & Ruthe N. Abel	Parcel Nos. 26, 26-E-1, 27 & 27-E-1

October 8, 1968

US 30	F-2361(11)	Lee R. Jordan & Mary Alice Jordan, et al	Parcel Nos. 28 & 28-E-1
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The Board approved the condemnation and gave the Department permission to offer \$22,066

US 30	F-2361(11)	Jack N. Jordan & Marinette Jordan	Parcel Nos. 29, 29-E-1, 30 & 30-E-1
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The Board approved the condemnation and authorized the Department to offer an additional \$100

US 20	F-FG-6471(32)	Ancel Haroldsen & Eliza Haroldsen	Parcel Nos. 8, 8-E-1 & 8-E-2
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US 20	F-FG-6471(32)	George A. Haroldsen & the Heirs & Devisees of Catherine Haroldsen, deceased	Parcel Nos. 9, 9-E-1 & 9-E-2
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Approval of Deeds & Easements was given on the following:

US 20	F-6471(37) F-6471(31) R/W	The City of Idaho Falls	Parcel Nos. 39R, 46R, 73R, 74R & 99 R
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Materials Source Bk-120 Bannock County	Mountain States Telephone and Telegraph Company	Bk-120 E
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Materials Source Ad-94 Ada County	State Board of Land Commissioners
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Exchange of Access Deeds. The Board approved Exchange of Access Deeds on the following:

SH 50	S-2741(9) S-2741(8) R/W	Koenig Land and Livestock Co., Inc., et al	Parcel No. 16A & 17A
SH 45	S-US-3754(2)	Sisters of Mercy, Mercy Hospital, Inc.	Parcel No. 14A

Approval of Permits to Use Right of Way was given on the following:

SH-27	S-2862(4)	Albert Higley	2-68-119
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The Board approved a 20' residential approach on the right (easterly) side at Station 244/25.

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US 30	F-2361(12)	Brailsford Bros., Inc.	2-68-123
US 95	F-5116(12)	Ottillie M. Clausen	Parcel No. 68

The Board approved an access point at Station 437+00.

US 20	F-FG-6471(32)	F. Carl Day	Parcel No. 29
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The Board approved access adjacent to the railroad track to be limited to farm use only.

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-15	I-15-2(1)72	Portion SE $\frac{1}{4}$ SE $\frac{1}{4}$ , Section 35, Township 5 South, Range 34 East, Boise Meridian (North of Pocatello)	Parcel No. 3 (Remainder) Acquired under Project No. I-IG-1032(4)
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The Board instructed that it be put up for sale at \$100 per acre. If it is not sold, the rental is to be increased proportionately.

Board Authorizes Extension of Outdoor Advertising Sign Permits From October 15 to and Including December 31, 1968. After hearing a report concerning the lack of promptness of the permittees in acquiring permits for outdoor advertising signs on the State Highway System, the Board determined that the Department should extend the deadline for acquiring permits for outdoor advertising signs under the State Outdoor Advertising Control Act from October 15 to and including December 31, 1968. All first time permits issued after December 31, 1968, for pre-existing signs will not relieve the applicant of paying the original application fee of \$5.00 for year 1968 plus the renewal fee of \$3.00 for each advertising display, structure or sign.

The Board also reconfirmed their approval of the proposed agreement with the Secretary of Transportation outlining a program for the control of outdoor advertising along the Interstate and Primary Highway Systems. The State Highway Engineer was instructed to advise the Federal Highway Administrator to proceed with the execution of the agreement being held by his office. The agreement has been held in the office of the Federal Highway Administrator at the suggestion of the Department, pending the settlement of the Department being enjoined in District Court from implementing the regulatory act passed by the 1967 Legislature.

State Construction Engineer Selected. State Highway Engineer Mathes, after having taken under consideration three names submitted by a personnel committee assigned to the subject, said committee having interviewed six applicants for State Construction Engineer, recommended to the Board that Donald Cox, District Engineer at Lewiston, be named State Construction Engineer, effective November 1, 1968.

To this, the Board concurred.

Assistant State Highway Engineer (Engineering) Selected. State Highway Engineer Mathes, after having taken under consideration three names submitted by a personnel committee assigned to the subject of selecting an Assistant State Highway Engineer (Engineering), after the committee interviewed eight applicants from the Department, recommended to the Board that Charles Aldrich, Surveys & Plans Engineer, be named Assistant State Highway Engineer (Engineering), effective November 1, 1968.

To this, the Board concurred.

Promotion of Richard Jobes Approved. The Board approved the promotion of Richard Jobes, Br. Des. Engr. II, to Br. Des. Engr. III, effective December 1, 1968.

J. C. McMurren, Payette, Again Visits Board. Upon a call from Governor Samuelson with whom Mr. J. C. McMurren was outlining his access problems to property on 16th Street, U.S. 95, in Payette, Mr. McMurren again appeared before the Board and as in 1967 insisted that his constitutional right gives him license to violate access control built into the 16th Street section of the Payette project.

The Highway Board again advised him that when he is successful in developing or having the City develop a planned public street connection through or adjoining his property that the Board will grant access of said public street to U.S. 95. Otherwise, the problem still remains as it was before --- that of partial control of access under the policy set forth in the project, with Mr. McMurren having bought a strip of land from a man who retained the only access to the land under the access control feature set forth in the deed or right of way contract with the original purchaser. Mr. McMurren is the secondary owner with no access to U.S. 95.

Department Printing Approved. The Board approved the printing of the 17th Annual Report after reviewing the mock-up dummy.

Board Adopts Policy for Supplemental Directional Signing for Universities, Colleges and Other Public Facilities. Supplemental directional signing may be provided on Interstate highway routes in



Idaho for the purpose of designating exit points and access routes for traffic destined to universities, colleges or other public facilities generating a substantial volume of traffic. Such signing shall be in conformity with the Interstate Manual on Signing and Pavement Markings.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
FH-25	6.2 Miles East of Lowman - Stanley Lake Jct.	Supersedes previous minute entry dated 5/9/66
FH-25-4(4)	6.2 Miles East of Lowman - Eight Mile Creek	*Partial Control, Type "B"
FH-25	Eight Mile Creek - Stanley Lake Jct.	Standard Approach Policy

\* PARTIAL ACCESS CONTROL, TYPE "B"

#### Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

#### Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

#### New Private Approaches

No new private approaches will be allowed.

#### Use of Private Approaches

All existing private approaches will be unrestricted as to use.

All approaches provided in conformity with this policy shall be shown on the approved plans.

Speed Control Zones in District 2 (SH 68). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 68 from Elmore County Line to Jct. US 93, as recommended and stated in marked Exhibit A-243, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (SH 68). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 68 from Mountain Home Urban Extension to Camas County Line, as recommended and stated in marked Exhibit A-244, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Caldwell (US 20, US 26, US 30, SH 19). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20, US 26, US 30 & SH 19 in the City of Caldwell, as recommended and stated in marked Exhibit A-245, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in McCall (SH 55). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 55 in the City of McCall, as recommended and stated in marked Exhibit A-246, which is made a part hereof with like effect as though extended in full herein.

In approving the urban speed limit minute entry for McCall, the Board recognized that the 35 mile per hour limit advocated by the City of McCall may be unrealistically low. The Board instructed the Department to observe the operation of the 35 mile per hour speed limit, make any necessary speed checks and report back to the Board at a future meeting.

Removal and Abandonment from the State Highway System (US 12). The Board approved the removal of a portion of State Highway No. US 12, 0.814 mile in length and described as bordering the Orofino Airport, and approved the abandonment of a portion of State Highway No. US 12, 0.208 mile in length and described as beginning at a point 2.983 miles west of the Orofino Airport, as shown in official Exhibit B-66, which is made a part hereof with like effect as though extended in full herein.

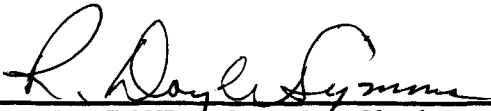
1969 Construction Program and Five Year Planning Program Reviewed. The 1969 Construction Program and Five Year Planning Program were reviewed by the Board for their first time.

Board Directs Department to Apply for Additional Idaho Interstate Route Designations. Under the provisions of the 1968 Federal Aid Highway Act, the Board directed the Department to apply for Interstate route extensions (additions) for U.S. 30N from McCammon to the Wyoming State line and also for the planned east I-80N connection into Boise.

October 8, 1968

WHEREUPON, the Board adjourned until the South Idaho Board Tour which is scheduled for October 31, November 1 & 2, 1968.

Read and Approved  
November 18, 1968  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

# MINUTES OF THE SOUTH IDAHO BOARD TOUR

October 31 & November 1 & 2, 1968

The Board left Thursday morning, October 31, on a tour of South Idaho. Those on the tour were:

R. Doyle Symms, Chairman  
Howard B. Thomason, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary  
R. B. Christensen, Deputy State Highway Engineer  
Omar L. Homme, Division Engineer, Federal Highway Administration,  
Bureau of Public Roads, Boise

District Engineers from the respective Districts accompanied the Board on tour in their Districts.

The Board viewed Interstate 80N to Mountain Home, SH 68 to Fairfield, US 93 to Hailey, thence to Shoshone and SH 24 to Dietrich.

Board Views Dietrich Cross Roads Safety Factor with Local Citizens.  
Complying with a request made by Lincoln County Commission Chairman C. F. Chatfield of January 9, 1968, to view a hazardous county road crossing on the proposed and firmed relocation of SH 24 near Dietrich, the Board met with Lincoln County Commissioners Burrell Williams and Glen Sorenson, State Representative John George, State Senator Mary Brooks of District 21, together with Mr. Aslett, who recently acquired farm land from Mr. John Gabiola, Mr. Walter W. Bowman, Dietrich Mayor Dick Roice and two or three other local area residents.

Safety characteristics at the proposed intersection on the relocated alignment of SH 24 was the purpose of the meeting with the Board. Discussion with the group indicated that they were now satisfied that planned grades as previously discussed with District Engineer Sessions would satisfy the safety factor at the intersection in question.

October 31, 1968

Conversation then centered upon the new and firmed location of SH 24 which had been the subject of three hearings. The Board members stated that it was their considered opinion that a full and adequate evaluation of the location had been made and that the decision reached at the last hearing should be final.

Request for Access to the Lawrence W. Lickley Property. The Board then met with Attorneys William J. Langley and Fred Schwartz and their client Ray Lickley and his brother. The meeting concerned their request for additional access to the Lickley property situated east of U.S. Highway 93, north of the Interstate 80N interchange.

Messrs. Lickley asked that the Board allow an access point several hundred feet south of the section line. This proposal had been presented to the Board on prior occasions and, after viewing the site on the ground and considering all of the facts presented, the Board reaffirmed its prior decision that an access at the section line should be the first access point allowed north of the interchange.

Board Meets with Twin Falls City Commission. The Board met in an evening meeting with the following delegation:

Mayor Egon Kroll	Paul Newton
Herb Derrick, City Manager	Max Brown
Carl Berg	Frank Feldtman
O. J. Smith	John Angebauer
Russell Hall	Bob Warberg
Tab Harding	Jean Milar

Mayor Kroll stated the local people were happy to see the Board go along with their plans in relocating US 30 in the downtown core area as indicated in Plan No. 1.

The delegation pointed up the need of the improvement of US 93 from the Nevada border to Twin Falls. The need for four lanes of traffic on Blue Lakes Boulevard to Interstate 80N was also expressed.

Chairman Symms stated the Board would cooperate with the City in its downtown improvement effort and the Mayor responded concerning the fine cooperative work the Department and District has accorded Twin Falls in its recent studies of the State highway problems.

The Mayor inquired as to the time table of the Filer to Cedar crossing.

Mr. Mathes replied that it is in the 1969 planning program and will be considered by the Board when it formulates the 1969 construction program.

The Mayor stated the City is not serious about proposed changes in SH 74 as per a local rumor and are not interested in any relocation in Twin Falls other than the one-way couplet from West 5 Pts. to East 5 Pts. covered in Plan No. 1 previously mentioned.

FRIDAY, NOVEMBER 1, 1968

A new rest area development on the Interstate north of Idaho Falls was observed. The Board directed the Department to install only natural habitat vegetation and rocks to conserve annual future maintenance costs.

The Board viewed US 93 to Shoshone, US 20-26 to Arco and the junction of SH 22, thence by way of SH 22 to SH 28, thence to Rexburg by way of SH 88 and to St. Anthony via US 191-20 for a noon meeting.

Board Meets with St. Anthony Chamber of Commerce. Alvin Wright, Targhee U.S. Forest Supervisor, submitted a statement, which is in Central Files, outlining the large increase in log haul from the Targhee Forest south to St. Anthony and Rexburg. He stated that there were in the current calendar year between Chester and St. Anthony 3,900 loads of logs and that the cutting and hauling is anticipated to double next year with 75 million board feet cut with 15,000 truck loads of 5,000 board feet per load and in 1970 a 50 per cent increase over 1969 with 100 million board feet annual cut representing 20,000 loads of logs on US 20-191 between Chester and St. Anthony coming out of the Targhee Forest to the north. Diseased timber occasioned the need for the large present and future cutting of timber to come from the Targhee Forest southerly to mills in the area.

The six mills taking the logs are Idaho Stud Mill, St. Anthony; Rexburg Lumber Company; Stoddard Lumber Company; Wadsworth Lumber Company; Star Studs (Ashton hauling to Afton, Wyoming); Elk Studs, West Yellowstone (Swan Lake to Yellowstone).

Next presenting a case for the improvement of the Chester South section and speaking for the Upper Snake River Medical Society was Dr. Robert Klamt, St. Anthony, who presented a signed letter dated November 1 recounting his views as to the need for improving US 191 in the area, which is on file in Central Files.

Several in the meeting asked for copies of a firm route location through St. Anthony and the Board Secretary stated they would be mailed to them.

Former legislator Cy Young spoke of the accident ratio of the Chester - Ashton route. He recounted the deficient sight distance and narrow canal bridges, stating the Chester to St. Anthony route should not be last in the Ucon to Chester section.

Chairman Symms explained the Department's planning in building from Ucon to St. Anthony with two lanes first on a four-lane right-of-way.

Upon questioning, Board Member Flandro stated that approximately two million dollars a year is planned for the route.

State Highway Engineer Mathes stated that it will take five to seven years to get to Chester from Ucon under the present planning and that should the Board advance the Chester - St. Anthony section it would require at least two years before plans could be developed and right-of-way acquired to the contract letting stage if money were then allocated.

Mr. Flandro asked for a showing of hands as to local help in acquiring right-of-way should the Board advance the Chester - St. Anthony project. All hands went up.

Elmer Rucker, President of the Chamber of Commerce, presided during the meeting.

The Board then viewed US 191 to Ashton, SH 32 to Tetonia, SH 33 to Victor, SH 31 to Swan Valley, US 26 to Palisades Reservoir and return to Idaho Falls.

Board Chairman Symms left the touring party at Idaho Falls and returned to Caldwell.

Board Meets with Idaho Falls Chamber of Commerce. With Chamber of Commerce President Alvin Jensen presiding, the Board brought the group up to date on the State highway projects in the area including Ririe - Clark Hill, Idaho Falls to Ucon and future time table planning of improvements to Chester. The importance of legislation to retain the 7 cent State motor fuels tax which will otherwise revert to 6 cents on 12-31-69 was discussed.

Rob Brady of the Post Register asked for information on the currently firmed route location from Idaho Falls to St. Anthony with particular application on the Rexburg hearing decision. The Board indicated the information would be mailed to him.

The Board then proceeded to Pocatello via Interstate 15 for the night.

SATURDAY, NOVEMBER 2, 1968

Board Meets with Pocatello Chamber of Commerce. At a breakfast session, the touring party met with the Pocatello Chamber of Commerce and a delegation from the Lava Hot Springs area.

The discussion centered around the matter of finances and time scheduling of the Fish Creek Cutoff Project on US 30N.

Board Member Flandro apprised those present in replying to Idaho's needed additions to the Interstate System in conformance with the 1968 Federal-aid Highway Act and Federal Administrator's inquiry, determined to request US 30N from McCammon, Idaho to the Idaho border east of Montpelier be added to Idaho's Interstate System. In order to implement this request at this time it is necessary that the Board agree to delay improving 27.5 miles on I-80N and 47.3 miles on I-15 to a full four-lane Interstate standard until some future date. Since only 1,500 additional miles nationwide are authorized by the 1968 Federal-aid Highway Act, this section will undoubtedly have much competition with other requests throughout the country. Mr. Flandro inquired as to whether the Lava delegation would go along on this request rather than wait for Primary moneys with which to ultimately finance and build the project.

Those present unanimously concurred in the Board executing the "Interstate" request with the Federal Highway Administrator.

Mr. Flandro stated that the Board and the Department will push for this Interstate designation with the Bureau of Public Roads.

The Lava Hot Springs delegation was composed of Barlow Hopkins, Mr. Koster, Bill Greete and chairmanned by Dr. C. A. Smith. Present also were State Representative Lester Hartvigsen and State Senator John Evans from Malad. The delegation asked for copies of Idaho's Interstate addition request so that other interested communities, especially in Wyoming, could be contacted.

The delegation agreed that this was the proper procedure and would help in any way they could.

Board Vice-chairman Thomason paid tribute to the good management of the Department under the present Highway Board that is accounting for more dollars going into construction than would otherwise be possible. He stressed the importance of getting more out of state motorists to use Idaho's highways rather than bypassing our highways, such as US 95 traffic being lost to Oregon and Yellowstone and Grand Teton Park traffic being lost from Interstate 15 - US 191 and US 89 to Wyoming's highways. Not only does the economy of Idaho lose when

such traffic is lost to Idaho, but also the Highway Department does not have the benefit of highway user revenues that would accrue to the State Highway Fund through an increase of motor fuel taxes were they to travel through Idaho.

The Board then discussed matters of interest to the members of the Pocatello Chamber of Commerce who requested priority be given by the Board to:

1. The addition of Alameda Road between Yellowstone Avenue and US 30N to the Federal Aid Secondary Highway System so that FAS funds could be made available for potential improvement to a four-lane standard. Also, the extension of the Federal Aid Highway System from 5th Street to Main Street in order that an additional railroad separation structure on Clark Street would be eligible for Federal Aid funds.
2. Replacement of the Gould Street overpass with a new four-lane structure or the provision of two one-way structures to accommodate full four-lane minimum capacity.
3. An evaluation to remove the old railroad overpass on US 91-191 in North Pocatello and replace with a crossing at grade unless early replacement of the structure to four-lane standard can be financed.
4. Extension of the Federal Aid Highway System from 4th Street to Main Street in order that an additional railroad separation structure on Clark Street would be eligible for Federal Aid.

The importance of reinstating at the next legislature the current motor fuels tax rate which reverts to 6 cents 12-31-69 was discussed.

The Board also encouraged the City of Pocatello to undertake a Transportation Planning Study in conjunction with Bannock County, the City of Chubbuck, and the State Highway Department at an early date.

The optional local matching ratios for Primary, Secondary and Urban funds as contained in the 1968 Federal Aid Highway Act was also a matter of some discussion.

Board Views Howell Property Request for Alameda Road Access. The Board next met with Mr. and Mrs. E. L. Howell and their family at the Howell Motel property and explained to them again as was done in Boise on July 19, 1966, that the only way an access could be made to the Howell property from Alameda Road would be by means of a dedicated street, possibly one to match Warren Street.



The Board indicated the Department and Mr. Flandro would contact the City should the Howell people agree to see if the City would dedicate a street from Alameda Road to the east end of the Howell property.

The Board then inspected Interstate 15 to Downey, U.S. 91 to Preston, thence by county road to Malad, then to the Utah line, returning to Malad where the touring party separated with Mr. Flandro and District Engineer Grunerud returning to Pocatello and the rest of the touring party proceeding to Holbrook on SH 37, from Holbrook to Snowville, thence by US 30S to Cotterell and Interstate 80N to Boise.

Read and Approved  
November 18, 1968  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

November 18 & 19, 1968

## FOREST HIGHWAY HEARING - November 20, 1968

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, November 18, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Howard B. Thomason, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary of the Board

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

STM-2391(527)	3/4 Mile North US 93 I.C.
Stockpile 6552	Irwin
Stockpiles 6554 & 6555	Tetonia & Victor
Stockpile 5566	Mullan
F-3022(25)	Ridenbaugh Canal Br. & Approaches
S-2864(7)	Paul Streets
Stockpile 4559	Kamiah Grade
Stockpile 6553	Leadore

November 18, 1968

Stockpiles 5564 & 5565  
 Stockpiles 5567 & 5568  
 F-4113(33)  
 ST-5116(545)  
 STM-5116(547) &  
   STM-5121(532), (533)  
 ST-5041(557)  
 STM-5121(531) &  
   STM-5732(571)  
 STM-6471(571) &  
   Stockpile 6556  
 Building 6094

St. Maries & Black Lake  
 Colburn, Sandpoint & Athol  
 Salmon River Bridges (Substructures)  
 Garwood - Bonner County Line  
 Bonners Ferry - Oldtown - Dover  
   (Bridge Painting)  
 Northwest Blvd. - Coeur d'Alene  
 Oldtown - Priest River & Ross Point -  
   Seasons  
 Ashton Hill North & Ashton  
 Rigby Service Station

Minutes. The Board approved the minutes of the October Board Meeting and the South Idaho Board Tour.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STM-2391(527) - The work consists of excavating a rock point and distributing the excavated material for embankment on future NBL of US-93, in Jerome County - State financed. All bids were rejected as the low bidder was 43.2 per cent over the Engineer's Estimate.

Stockpiles No. 6554 & 6555 - The work consists of furnishing cover coat material in stockpiles adjacent to M.P. 1.6 (SH-32) and M.P. 207.8 (SH-33) in the vicinity of Tetonia and Victor, in Teton County - State financed. The Board directed the State Highway Engineer to award the contract to J. E. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, in the amount of \$29,670.00.

F-3022(25) - The work consists of constructing a detour, 49' concrete bridge and approaches at the Ridenbaugh Canal for the East Boise Connector to the Interstate Highway 80N, in Ada County - Federal Aid Primary and State financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on November 26, 1968, in the amount of \$85,667.35.

Stockpile No. 5566 - The work consists of furnishing sanding material in stockpile at the Mullan Maintenance Yard, east of Mullan (M.P. 70.7 - US 10), in Shoshone County - State financed. The contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on November 26, 1968, in the amount of \$24,900.00.

Stockpile No. 6552 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpile within the Irwin Maintenance Yard (M.P. 379.3 - US-26), in Bonneville County. The Board directed the State Highway Engineer to award the contract to Hartwell Excavating Co., Idaho Falls, Idaho, the low bidder, in the amount of \$32,800.00.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-2864(7), S.H. 25, Paul Streets, Minidoka County - Intermountain Gas Company; Project Mutual Telephone Co-op Association; Rural Electric Company; and, Bonneville Power Administration

F-FG-3022(17) & F-3022(25), East Conn. to Boise from I.S., Ridenbaugh Canal Bridge, Ada County - Idaho Power Company and Mountain States Telephone & Telegraph Company

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-80N	I-80N-2(9)91	Mountain Home Irrigation District	Parcel No. 25
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The Board Approved the Following Offered Settlement in the amount of \$7,500:

US 30N	F-2361(11)	N. V. Sharp & Anna Sharp	Parcel Nos. 42, 42-E-1 & 42-E-2
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Approval of Negotiated Settlement. The Board approved the following negotiated settlement in the amount of \$47,000:

US 30N	F-1024(20) F-1024(6) R/W	William C. Parker & Carolyn R. Parker, et al	Parcel No. 19
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Approval of Deeds & Easements was given on the following:

I-15W	I-15W-4(12)81 I-IG-15W-4(15)73 R/W	United States of America (Contract & grant of easement to Bureau of Reclamation)	Parcel No. 3-E
I-90	I-IG-90-1(48)5	Ross Point Water Association, Inc.	Parcel Nos. 67 & 67-1

(Note: Deed for Parcel No. 67 approved 12-7-67 but never transmitted as site had to be enlarged to include tract designated as Parcel No. 67-1)

US 30N	F-2441(3)	City of Heyburn	Parcel 2R
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Exchange of Access Deeds. The Board approved Exchange of Access Deeds on the following:

US 30	F-2361(25)	Marilyn J. Young	Parcel No.
	F-2361(14) R/W		83½ A.1

Declaration of Property as Surplus.

SH-17	FHP 24A	Portion Gov't. Lot 3, Sec- tion 20, Township 9 North, Range 4 East, Boise Meridian	Parcel No. 4 (Portion)
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The Board instructed the Right of Way Division to deed the right of way near Crouch in Boise County to Boise County.

Approval of Exchange of Property Rights (Surface Rights & Mineral Rights) I-90-1(10)62, Wallace Mullan & STA-5041(555) Parcel Nos. B-1 & B-2. The Board approved the exchange of property rights.

Rehabilitation of to be Abandoned Old U.S. 26, One Mile Section West of Blackfoot, Figured. The Board was apprised by the Construction Division that approximately \$2,500 would be required to recondition by patching and seal coating the old section of U.S. 26 to be abandoned to the local jurisdiction when the construction season arrives.

To this, the Board concurred.

Caldwell Sign Designation at 20-30 Junction Approved. The Board read State Senator Sam Kaufman's second letter asking Board consideration for the junction overhead destination signing at the Boise 20-30 Garden City junction to include the town of Caldwell.

After some discussion, the Board directed the Department to so sign the junction and so advise State Senator Kaufman.

Board Rules on Removal of Excess Loads Public Hearing. The Board having read the testimony and proceedings had at the October 16 Boise hearing in the above matter determined and ruled that:

1. The Board recognized the overwhelming preponderance of testimony opposing the proposed regulation and further considered the fact that the Legislature will soon be in session and may more appropriately treat this matter, it is the Board's decision that the proposed regulation not be adopted.
2. That the matter be referred to the forthcoming Legislature for such action as it might desire.

3. The Board further determined that specific legislation which might be desired in this matter should be drafted and presentation to the Legislature be made by the Department of Law Enforcement.

Board Directs that a Resolution be Submitted to the Federal Register Opposing the Proposed Dual Federal Aid Hearings. After considerable discussion, the Board approved the draft of a resolution from the Department formally protesting to the Federal Register the proposed dual Federal Aid hearing requirements on future Federal Aid projects. A copy of which is in Central Files.

I-80N Consulting Engineering Agreement for Structures Approved. Upon the recommendation of the State Highway Engineer, the Board concurred in a proposed Department agreement with Cornell, Howland, Hayes & Merryfield to design seven structures for the I-80N Interstate section between Tuttle and Jerome in the amount of \$56,383.

Board Approves Execution of Renewal of Tri-Party Olds Ferry Agreement. The Board authorized the State Highway Engineer to execute a renewal of the expiring Washington County, Weiser Highway District and the State Highway Department joint agreement of understanding concerning certain joint participating features if and when the Oregon Highway Commission concurs in placing Oregon's half of the proposed Olds Ferry Bridge and approaches to Oregon on the Oregon State Highway System.

Inkom Flood Damage Claims Denied. Upon the recommendation of Chief Legal Counsel Tway and after the Department had investigated the details of the flood conditions culminating in the alleged damages to Eddy R. Mark and Janet H. Mark, Samuel L. Lish and Dona J. Lish, Orval H. Monroe and Jessie Monroe, and Herman M. Lish and Doris J. Lish, the Board determined to deny the claims. Denial was based on the grounds that the alleged damages were caused by an act of God.

Board Reviews Department's Proposed 1969 Legislative Bills. The Board discussed the following proposed legislation:

1. Gas tax reinstatement with no expiration date.
2. Transfer ports of entry from Law Enforcement to Highway Board.
3. Relocation assistance enabling legislation.
4. Equal opportunity enabling legislation.
5. Mandatory nonsuspendable overload fine schedule.

The Board directed that the Department should prepare legislation only for gas tax reinstatement, relocation assistance enabling legislation and equal opportunity enabling legislation. The law enforcement legislation of transferring ports of entry and overload fine schedule should be drafted and be presented to the Legislature by the Department of Law Enforcement since they are the administrative agency that would have to administer any such proposed legislation after enactment.

Forthcoming Legislative Contacts Discussed. Recognizing a need for adequate legislative informational contacts as to Department legislation needs, the Board approved an open house session for legislators during the January Board meeting and that the joint highway and transportation leaderships be contacted when organized for an early meeting to discuss the Department's legislation needs and position on the above legislation.

Federal Aid Optional Matching Ratio by Systems in Idaho Considered. The Board was apprised of the 1968 Federal Aid Highway Act's optional matching ratio from the conventional 63-37 to 86-14 together with the obligation of certifying that the difference in the ratios has been expended in construction on said system of the local jurisdiction or department.

Because of the rigid requirement of adequate certification and back up records that the differences in percentages of the two options having been expended to justify the 86-14 matching ratio, the Board determined that at this time the Primary System should definitely come under the 86-14 formula option but such action as affecting the Secondary System should await the ability of the counties, highway districts and good road systems to obtain 100 per cent agreement in the 86-14 option before declaring such options for the Secondary Road System in Idaho.

Out-of-State Travel. The Board authorized the following out-of-state travel:

One person to attend Annual Highway Research Board Meeting, Washington, D. C., January 13 - 17. (Partial expense to be paid by Highway Research Board.)

Kent Barber, A.D.P. Planning & Systems Engineer, to Sacramento, California, January 22 - 24, to attend Highway Engineers Exchange Program.

Two persons to Winnemucca, Nevada, November 23 - 24, at the request of Yellowstone - Craters of the Moon - Sun Valley - Redwood Highway Association meeting.

State Highway Engineer Mathes to attend WASHO - Highway Transport Industry Joint Committee Meeting, Phoenix, Arizona, December 16 - 17.

Personnel Promotion Action. The Board approved the promotion of John Boesel from District Traffic Engineer to Assistant State Traffic Engineer, \$992 to \$1,042 per month, effective December 1, 1968.

TUESDAY, NOVEMBER 19, 1968

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
Howard B. Thomason, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary of the Board

U.S. Highway 95 Association Meets with Board. The following delegation appeared before the Board:

Dale B. Jackson, President, Highway 95 Association, Homedale  
Howard E. Bergeson, Homedale  
Homer Anderson, Homedale  
Roger E. Libby, New Meadows  
John Lloyd, Weiser  
George Danielson, State Representative, Cambridge

The delegation discussed pending projects on U.S. 95 with particular emphasis on the Homedale Bridge.

The Board apprised the delegation of the importance to highway financing the support of the group of legislative efforts in reinstating the current 7 cent State gas tax at the forthcoming legislative session.

John Hasbrouck Right-of-Way Matter Discussed. John Hasbrouck and his son met with the Board in an attempt to justify a higher settlement for needed right-of-way on the Horseshoe Bend Forest Highway project, basing their position on the appraisal price of their land as subdivision property.

The Right of Way Division could find no recent comparable sales that would justify a higher offering than that already submitted to the Hasbroucks, which was not based on subdivision property prices.

The Board subsequently directed the Right of Way Division to proceed with condemnation actions in the matter.

November 19, 1968

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

SH 55	FH-23-1(1) F-3271(8) R/W	John H. & Eltinge Hasbrouck	Parcel No. 9
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Board Reviews Proposed 1969 Construction Program and Five Year Planning Program. The Department's proposed 1969 program was again reviewed together with the five year planning program.

Final Board action on the Department's 1969 construction program will be undertaken at the December Board meeting.

Board Reviews Location Studies. The Board was apprised of the progress of location studies on the following projects:

U.S. Highway 95 - Oregon State Line to Snake River (North Section)

U.S. Highway 95 - Lewiston Hill

State Highways 7, 13 and 64 - Camas Prairie

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-3111(15)	Karcher Junction, West	Standard Approach Policy

Speed Limits in Aberdeen (SH 39). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 39 in the City of Aberdeen, as recommended and stated in marked Exhibit A-247, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Stanley (SH 21). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 21 in the City of Stanley, as recommended and stated in marked Exhibit A-248, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Ketchum (US 93, SH 75). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 93 and SH 75 in the City of Ketchum, as recommended and stated in marked Exhibit A-249, which is made a part hereof with like effect as though extended in full herein.



Burley Traffic Control Signals. The Board authorized the City of Burley to operate and maintain traffic control signals at nine intersections in the City of Burley, as recommended and stated in marked Exhibit A-250, which is made a part hereof with like effect as though extended in full herein.

Pocatello Traffic Control Signals. The Board authorized the City of Pocatello to operate and maintain traffic control signals at 22 intersections in the City of Pocatello, as recommended and stated in marked Exhibit A-251, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (SH 21). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 21 from East of Boise-Custer County Line to Jct. with US 93 as recommended and stated in marked Exhibit A-252, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (SH 50). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 50 from Jct. US 30 to Jct. with SH 25, as recommended and stated in marked Exhibit A-253, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (US 93). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 93 from North of Nevada State Line to North of Challis, as recommended and stated in marked Exhibit A-254, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (SH 39). The Board approved the removal of a portion of State Highway No. SH 39, 0.731 miles in length and described as beginning at a point between First East Street and Second East Street on Bingham Avenue in Aberdeen and ending at a point 0.240 mile north of the Aberdeen North City Limits, and approved the abandonment of a portion of State Highway No. 39, 0.114 mile in length and described as beginning at the intersection of Main Street and Cassia Avenue and extending northeasterly to a point between First East Street and Second East Street on Bingham Avenue in Aberdeen, as shown in official Exhibit B-67, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (US 95). The Board approved the removal of a portion of State Highway No. US 95, 2.400 miles in length and described as beginning at the Spokane River and ending at the intersection of Best Avenue and Government Way in Coeur d'Alene, and approved the abandonment of a portion of State Highway No.

US 95, 0.250 mile in length and described as beginning at the Blackwell Slough and ending at the Spokane River, as shown in official Exhibit B-68, which is made a part hereof with like effect as though extended in full herein.

Board Requests Priority for McCammon to Wyoming Line Interstate Addition. The Board directed the State Highway Engineer to convey a priority to the Federal Highway Administrator as to Idaho's addition to the Interstate System be given the McCammon to Wyoming state line, U.S. 30N.

WEDNESDAY, NOVEMBER 20, 1968

Forest Highway Public Hearing. The Board reconvened at 9 a.m., November 20, 1968, in the State Highway Building Auditorium in public hearing with the U.S. Forest Service and the U.S. Bureau of Public Roads.

The following persons were present:

R. Doyle Symms, Chairman, Board of Highway Directors  
Howard B. Thomason, Vice-chairman, Board of Highway Directors  
C. Ed Flandro, Member, Board of Highway Directors  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary, Board of Highway Directors

Norman Wood, Federal Projects Engineer, U.S. Bureau of  
Public Roads, Portland, Oregon  
Omar L. Homme, Idaho Division Engineer, U.S. Bureau of  
Public Roads, Boise, Idaho

C. A. Miller, Regional Engineer, U.S. Forest Service,  
Missoula, Montana  
Hal Williams, Assistant Regional Engineer, U.S. Forest  
Service, Missoula, Montana  
James M. Usher, Regional Engineer, U.S. Forest Service,  
Ogden, Utah  
Harry Tullis, Chief, Roads and Trails Branch, U.S. Forest  
Service, Ogden, Utah

The following delegations spoke for the needs of improving these respective Forest Highway routes:

F.H. 21 -- Mayor Ernest Starr (Nampa) urged consideration for 13 miles remaining on the F.H. 21 Stanley - Lowman route. Glen Brewer of Stanley repeated the plea.

November 20, 1968

F.H. 18, Grangeville - Elk City -- Miles Flanigan of Grangeville urged improvement of the dangerous and narrow curves east of Fall Creek. Mr. Flanigan recounted that high school students are transported 50 miles each way from Elk City to Grangeville each school day over this route. Luie Alley stated that from January to December of this year 1,421 loads of lumber will be transported and an additional 675 loads by Potlatch Forest Industries.

F.H. 50, St. Joe River Road, was requested by Benewah County Commissioners George Moody and Gordon Leuty. Mr. Leuty stated that a school bus is driven on this road for high school students five days a week from Avery to St. Maries and return. Mrs. Seagle, representing the communities of Calder and Avery, urged improvement of this route. Shoshone County Commissioner Pat Powers urged that the present project be extended another mile easterly to Huckleberry Creek where a better connection can be made and indicated the County would add another \$10,000 to encourage this extension.

F.H. 9, Enaville - Murray -- Shoshone County Commissioner Pat Powers urged that an oil treated pavement be applied to the 1965 oiled section east of Enaville and offered \$40,000 to be added to a project by Shoshone County if an allocation of Forest Highway funds could be made.

F.H. 40, Wayan - Freedom -- Bob Brassfield, President, Nezperce Chamber of Commerce, requested funds for the remaining four miles in the vicinity of Tin Cup Pass, stating that 30 Idaho residents have had to send their children to school in Freedom, Wyoming six months of the year.

F.H. 41, Montpelier - Geneva -- A wire from the Montpelier Chamber of Commerce was read urging consideration for F.H. Route 41 or US 89.

F.H. 45, Nordman - Priest River Road -- Bonner County Commissioners Jack Popplewell and Jim Brockway requested funds for this route.

F.H. 21, Warren Wagon Road, and F.H. 48, McCall to Stibnite, and rebuilding the first four miles of the west end of F.H. 22, Cascade - Knox -- A request for funds was requested by Robert Remaklus for these three routes while speaking for the 13 people present from Valley County.

Jack Buxton, Tetonia, urged assistance for the county road westerly from Driggs to the ski area across the line in Wyoming. It was pointed out that this road is not on the Forest Highway System and, therefore, not eligible for funds.

F.H. 24, Banks to Lowman, was urged for consideration by Ted Hoff of Horseshoe Bend with a letter of transmittal from the Boise County Commissioners requesting a project from the end of the present Garden Valley paved section to Danskin Creek, a distance of four miles. The Commissioners stated they have set aside the matching money for \$72,000 Federal Aid Secondary moneys the County presently has not used.

EXECUTIVE SESSION

The same officials of the Board of Highway Directors, the U.S. Forest Service and the U.S. Bureau of Public Roads, who heard requests of the delegations, met in Executive Session, Wednesday, November 20, 1968, at 10:00 a.m.

The three agencies determined to allocate from the 1970 fiscal year Forest Highway funds available to the following projects:

\$500,000 for structures on the Hope-Denton Curves section of the Clark Fork Highway in Bonner County.

\$600,000 for grading, base and a bituminous surface treatment on 2.8 miles of the Elk City Highway from Fall Creek easterly in Idaho County.

\$250,000 for base and paving of 5.8 miles of the Coolin Road in Bonner County.

\$125,000 to be combined with \$40,000 in County funds for paving 3.7 miles on the Enaville-Murray Highway in Shoshone County.

\$535,000 to be combined with \$115,000 in County and Federal Aid Secondary funds for grading, base and a bituminous surface treatment on 3.5 miles of the Banks-Lowman Highway from Garden Valley Ranger Station east to Danskin Creek in Boise County.

\$450,000 for grading and base of 1.0 mile approximately 5 miles east of Wayan and for slide correction work on intermittent sections of the Wayan-Freedom Highway in Caribou County.

\$300,000 for construction of a bridge north of Banks on State Highway 55 in Boise County.

\$100,000 plus \$25,000 in County and Federal Aid Secondary funds was added to a carryover project on the St. Joe Highway from Calder, Easterly. \$700,000 in Forest Highway Funds and \$75,000 in County and Federal Aid Secondary funds had previously been authorized for this project from Fiscal Year 1969 funds. These combined funds would provide grading, base and bituminous surface treatment for a 4.5 mile section in Shoshone County.

\$125,000 was combined with \$675,000 in carryover funds for grading, base, paving and structures on State Highway 55 north of Horseshoe Bend in Boise County.

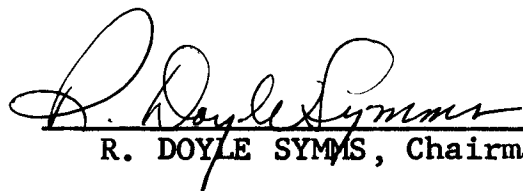
An additional \$125,000 was added to \$500,000 previously allocated for the Warren Wagon Road. These funds, combined with \$125,000 in County and Federal Aid Secondary funds are for 4.0 miles of grade and base and 7.0 miles of paving of the Warren Wagon Road in Valley County.

Other carryover projects include \$800,000 to be combined with \$300,000 in Federal Aid Primary funds for grade, base and pavement on 6.0 miles of the Idaho City - Stanley Highway west of Warm Springs Creek in Boise County.

\$375,000 for additional grading work on the Hope-Denton section of the Clark Fork Highway in Bonner County was also carried over from Fiscal Year 1969.

WHEREUPON, the Board adjourned until its next meeting scheduled for December 12 & 13, 1968.

Read and Approved  
December 12, 1968  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

December 12 & 13, 1968

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, December 12, 1968. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Howard B. Thomason, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
Wayne Summers, Executive Secretary of the Board  
R. B. Christensen, Deputy State Highway Engineer

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

STM-1778(521) &  
Stockpile 1560,  
1561 & 1562  
S-2704(2)

Niter - Alexander Jct., Preston,  
Malad & American Falls

Lilly Grade

December 12, 1968

Stockpiles 2547, 2548,  
2556, 2557 & STM-2391(527)  
ST-6354(519)

Stockpiles 4565 & 4567

Stockpiles 4564 & 4566

Stockpile 4568

I-IG-90-1(17)60

I-80N-2(20)132 Sec. "B"

& I-80N-3(12)133 Sec. "C" Str.

ST-1531(512) &

STS-1531(514)

## District Two Stockpiles

Salmon South

Potlatch & Deary

White Bird & Kamiah

Orofino

E.C.L. Osburn - W. Wallace I.C. (excl.)

King Hill I.C. - W. Bliss I.C.

Paris-Ovid & Ovid-Montpelier

Minutes. The Board approved the minutes of the November Board Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

Stockpiles 5564 & 5565 - The work consists of furnishing sanding material, aggregate for road mix pavement and cover coat material in various stockpiles adjacent to U.S. 95-A (MP-422.7, 426.1 & 446.85) in the vicinity of St. Maries and Black Lake, in Benewah and Kootenai Counties - State financed. The contract was awarded to W. R. Sutherland, Spokane, Washington, the low bidder, on November 27, 1968, in the amount of \$68,885.00.

Stockpile No. 4559 - The work consists of furnishing aggregate in stockpile adjacent to MP-24.85 (SH-64), Kamiah Grade, in Lewis County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on December 9, 1968, in the amount of \$27,800.

Stockpile No. 6553 - The work consists of furnishing aggregate for road mix pavement in stockpile adjacent to SH-28, in the vicinity of Leadore, in Lemhi County - State financed. The contract was awarded to Hartwell Excavating Co., Idaho Falls, Idaho, the low bidder, on December 9, 1968, in the amount of \$22,250.00.

S-2864(7) - The work consists of constructing the roadway, sewer system, curb & gutter, a plant mix pavement and seal coat on 0.702 mile of SH-25, Paul Streets, in Minidoka County - Federal Aid Secondary and State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on December 9, 1968, in the amount of \$173,165.00.

Stockpiles 5567 & 5568 - The work consists of furnishing cover coat material and aggregate for road mix pavement in various stockpiles adjacent to US-95 & SH-200 (MP-467.7 & 503 US 95 & 31 SH-200) in the vicinity of Colburn, Sandpoint and Athol, in Bonner and Kootenai Counties -

December 12, 1968

State financed. The contract was awarded to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, on December 9, 1968, in the amount of \$36,670.00.

ST-5116(545) - The work consists of constructing a plant mix overlay on 12.15 miles of US-95, Garwood - Bonner County Line, in Kootenai County - State financed. The contract was awarded to Inland Asphalt Co., Spokane, Washington, the low bidder, on December 13, 1968, in the amount of \$197,899.50.

F-4113(33) - The work consists of constructing the abutment fills and substructures for a 702.5' and a 782.0' steel and concrete bridges over the Salmon River, McKinzie Creek - Slate Creek, in Idaho County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Sletten Construction Co., Great Falls, Montana, the low bidder, in the amount of \$509,002.90.

ST-5041(557) - The work consists of constructing a plant mix overlay on 1.45 miles of US-10 - Business, Northwest Boulevard, Coeur d'Alene, in Kootenai County - State financed. The Board directed the State Highway Engineer to award the contract to Inland Asphalt Co., Spokane, Washington, the low bidder, in the amount of \$45,992.20.

STM-5121(531) & STM-5732(511) - The work consists of seal coating approximately 4.76 miles of US-2 and 15 miles of SH-41, Old Town - Priest River and Ross Point - Seasons, in Bonner and Kootenai Counties - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on December 18, 1968, in the amount of \$33,463.25.

STM-6471(571) & Stockpile No. 6556 - The work consists of seal coating approximately 7.7 miles of U.S. 191, Ashton Hill North, and furnishing aggregate for road mix pavement in stockpile at Ashton, in Fremont County - State financed. The Board directed the State Highway Engineer to award the contract to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$40,600.00.

Out-of-State Travel. The Board authorized the following out-of-state travel:

District Engineer Merle Harding to Bonneville Dam, Oregon to coordinate Department activities with Coeur d'Alene River Model Study, December 12 - 13.

Materials & Research Engineer L. F. Erickson to participate in program of Northwest Roads and Streets Conference, February 5 - 7, Seattle, Washington.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 95	F-4113(31) & (32) F-4113(13) R/W	Heirs & Devisees of Hans L. Hagen, Deceased; et al	Parcel Nos. 1 & 2
I-90	I-90-1(45)69	Heirs & Devisees of Fred Kruse, also known as Fred Krause, deceased; Heirs & Devisees of Elvina Krause, his first wife, deceased; and Bessie Krause, his second wife, deceased	Parcel No. 26-1

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 95	F-FG-5116(21)	John T. Keough, et al - \$28,000	Parcel No. 5
US 95	F-FG-5116(21)	Phillips Petroleum Company - \$21,000	Parcel No. 6
US 95	F-FG-5116(21)	Edna Wilson, formerly Edna Olson - \$23,000	Parcel No. 11
US 95	F-FG-5116(21)	Kenneth E. Hunnicutt & Maxine M. Hunnicutt - \$47,560 - up to \$50,000	Parcel No. 13

Approval of Deeds & Easements was given on the following:

SH 27	S-2862(4)	Wallace G. Higley & Ila G. Higley	Parcel No. 18.1
Banks- Lowman	F.H.P. 24-A4	Frederick H. Thurston	Parcel No. 4R
I-90	STA-5041(555) & I-90-1(10)62	Sundance Mining Develop- ment, Inc.	Parcel No. B-1
I-80N	I-80N-1(4)3	George W. Needs & Blanche Needs	Parcel No. 30½

(Note: Deed executed June 5, 1959, by Highway Board but apparently misplaced as it has never been placed on record)



Exchange of Access Deeds. The Board approved Exchange of Access Deeds on the following:

US 20- 26	F-2351(1)	Orie Leavell	Parcel No. 12A
US 20- 26	F-2351(1)	Orie Leavell	Parcel No. 12A2

Declaration of Property as Surplus.

I-80N      I-80N-2(15)50      Portion Lots 1, 2, & 9 in  
              I-IG-80N-2(14)50 R/W Block 1 of County Club Sub.  
                                  #4 according to plat thereof  
                                  filed in record of Ada County,  
                                  Idaho

The Board approved the sale of land to the Department of Aeronautics for the appraised value of \$4,100.

US 30      Discussion of request of the J.R. Simplot Company for an exchange of properties or sale of a tract of State owned land in the NE $\frac{1}{4}$ SW $\frac{1}{4}$  & the NW $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 7, Township 6 South, Range 34 East, Boise Meridian presently being utilized by the Company as a parking area. US 30, Project No. F.I. 1024(1) & I-15, Project No. I-15W-4(10)73.

The Board determined that the property should be put up for sale at the appraised value of \$6,875.

Burroughs Property Settlement (Sawtooth Company) Approved. The Board confirmed for minute entry purposes a settlement of the pending court case of the Burroughs property on Federal Way in Boise in the amount of \$50,000, which matter was handled by Board members in a conference call on Tuesday, December 10.

Board Authorizes Appeal of Nelson Sand and Gravel Company Court Decision. Appeal of the above matter was approved by the Board upon the recommendation of the Chief Legal Counsel on the basis of court errors in permitting the inclusion of land the defendant corporation did not own in fee and did not have the unity characteristic with the other property owned by the defendant corporation.

The Department's appraisal submitted to the court was \$11,400 and the jury award amounted to \$50,510.

Columbia Contractors Bid Bond Forfeiture Authorized, Project No. S-5713(1), Milltown Road, Benewah County. The Board reconfirmed its approval by phone of settlement of the Columbia Contractors bid bond forfeiture in the amount of \$500.00. This settlement, based on the estimated cost of re-advertising the project, is in the public's best interest considering the expected cost of litigation to Benewah County and the possibility that the court might not support forfeiture of the proposal guarantee in this case.

The Board also concurred in the Department's pursuing a similar negotiated settlement in the Franklin Knowlton case arising out of Mr. Knowlton's failure to execute a contract for Project S-6807(1), Fall River Bridge, such a negotiated settlement being subject to prior approval by the Bureau of Public Roads and Fremont County.

Department Sponsored Legislation Reviewed. The Board was apprised that legislation on the following items had been submitted to the Governor's office for consideration by the 1969 session of the Legislature:

1. Continuation of the 7 cent gasoline tax and corresponding diesel tax schedule; the vehicle use schedule; license fee schedule; and, related taxing statutes for special fuels and permits as enacted by Chapter 4 of the laws of 1967, First Extraordinary Session, Thirty-ninth Legislature of the State of Idaho.
2. Legislation enabling the State to participate in relocation costs of individual and businesses in highway construction projects.
3. Legislation modifying the effective date in State billboard legislation to conform with 1970 timing set forth in the 1968 Highway Act or only at such a future time that Federal moneys participation is assured.

Speed Limits in Boise (US 20, 26, 30, SH 55, 44 & 21). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20, 26, 30, SH 55, 44 & 21 in the City of Boise, as recommended and stated in marked Exhibit A-255, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (SH 50). The Board approved the removal of a portion of State Highway No. 50, 7.870 miles in length and described as beginning at the intersection of Addison Avenue and Blue Lakes Boulevard in Twin Falls and ending at a road junction two miles north of Hansen, as shown in official Exhibit B-69, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 30N). The Board approved the removal of a portion of State Highway No. US 30N, 3.025 miles in length and described as beginning at a point 0.6 miles west of the Pocatello Municipal Airport Interchange and ending at the West Pocatello Interchange, as shown in official Exhibit B-70, which is made a part hereof with like effect as though extended in full herein.

Designation of a State Highway (US 93). The Board approved the designation of State Highway No. US 93 beginning at the Nevada State Line south of Hollister and extending northerly via Hollister, Twin Falls, Shoshone, Hailey, Ketchum, Stanley, Challis, Salmon and Gibbonsville to the Montana State Line, including a spur connection in Twin Falls via Blue Lakes Boulevard to a junction with State Highway No. US 30, as shown in official Exhibit B-71, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Access</u>
S-3712(6)	Blaine Street Extension, Caldwell	Standard Approach Policy
F-2391(17)	Jct. SH 25 to Newmans Corner	Partial Control, Type "A" *

\* ACCESS CONTROL, TYPE "A"

#### Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

#### Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

#### New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 650 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

#### Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

Public Hearing Authorized. A public hearing was authorized for the initial phase of the Capitol Blvd. - Vista Avenue improvement and pertains only to the planning and relocation of an intersection of Boise Avenue with Capitol Blvd. 200 feet south of its present intersection. This project may be financed as a "TOPICS" project.

Board Makes Determination Regarding Nampa One-way Couplet, Project No. F-3281(21). The Board confirmed its original determination by conference telephone on December 5 concerning a public hearing held at Nampa, Friday, November 29, 1968, regarding the future addition of Second Street South to the State Highway System and replacement of the Phyllis Canal Bridge with ultimate development of a US 30 one-way couplet on Second Street South and Third Street South between Canyon and 11th Avenue South in Nampa.

The Board, having read the transcript made of the testimony and proceedings at the Nampa hearing and having been fully advised and considered the same, made the following decision:

The Board finds and determines in the affirmative that the following relocation of US 30 in and in the vicinity of Nampa, Idaho, to wit:

1. The Idaho Board of Highway Directors will give consideration to early construction of Stage 1 as shown in the hearing brochure.
2. Scheduling of Stage 2, the ultimate development of the proposed one-way couplet, in the future consistent with availability of construction moneys based on the comparative State wide need of Stage 2 with other future State highway system projects.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Nampa from said proposed relocation.

Hearing Determination - Nampa 16th Street Overpass, S-SUG-3753(1). The Board considered the transcript taken at the public hearing held in Nampa, Idaho, Friday, November 29, 1968. Having considered the transcript, the economic effects of the location, and the decisions by the City of Nampa and the Nampa Highway District to proceed with this project as proposed by the hearing, the Board determined in the affirmative in the above matter.

Board Makes Determination Regarding Twin Falls One-way Couplet Hearing, Project F-2361(16). A public hearing was held under State and Federal statutes at the American Legion Hall, Twin Falls, Idaho, Tuesday, December 3, 1968, at 8:00 p.m.

The Board, having read the transcript made of the testimony and proceedings at the Twin Falls hearing and having been fully advised and considered the same, made the following decision:

The Board finds and determines in the affirmative that the following changes in the State Highway System in the above matter, to wit:

1. A. To be added to the State Highway System

Second Avenue East, between Blue Lakes Boulevard and Shoshone Street; Second Avenue North, between Shoshone Street and Addison Avenue; and Shoshone Street, between Main Street and Second Avenue East-Second Avenue North.

- B. The Department should proceed with final design of these modifications to the State Highway System as proposed in the hearing brochure at such time as the City of Twin Falls proceeds with the urban mall on Main Street. Signalization shall be determined by vehicular and pedestrian traffic warrants and such activities will be coordinated with the City of Twin Falls.

C. To be removed from the State Highway System

Main Street, between East Five Points and West Five Points.

2. To proceed with implementation of the one-way couplet relocation and necessary accompanying construction when moneys become available and programing authorized by the Board.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Twin Falls from said proposed relocation.

\* \* \* \* \*

The Board, in replying to a resolution passed by the Twin Falls City Commissioners recommending the relocation of a truck route for west bound traffic at East Five Points from Main Avenue to Minidoka Avenue, stated that the change recommended should be deferred until after the proposed one-way couplet has been in operation to see what effect it will have in the movement of west bound truck traffic.

FRIDAY, DECEMBER 13, 1968

The meeting of the Highway Board reconvened at 9:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman  
Howard B. Thomason, Vice-chairman  
C. Ed Flandro, Member  
Wayne Summers, Executive Secretary of the Board  
R. B. Christensen, Deputy State Highway Engineer  
E. L. Mathes, State Highway Engineer, present part of afternoon session

Board Meets with Governor Samuelson. The Board met with Governor Samuelson for the specific purpose of discussing vehicle size and weight control and the future operations of Ports of Entry. Also present at the meeting were Law Enforcement Commissioner Warner Mills and State Police Superintendent L. Clark Hand.

December 13, 1968

Mr. Mills expressed his opinion that vehicle weighing and the collection of fees are not properly law enforcement activities. He indicated that legislation would be proposed to transfer this activity to another agency.

Following a general discussion on the effectiveness of vehicle size and weight control activities in Idaho, (during which the Governor suggested that truck operators be required by law to file route schedules with law enforcement officials so that scales could be manned when loads are in the vicinity of such scales) Governor Samuelson directed Messrs. Thomason, Christensen, Mills and Hand to meet as a Special Committee for the purpose of resolving a mutually acceptable program for vehicle size and weight control.

Commissioner Mills and the Board subsequently agreed, during luncheon, to jointly sponsor mandatory fine schedule legislation as discussed by the two agencies during the last Special Session of the Legislature.

#### Raft River Highway District Requests Extension of State Highway 77.

Appearing before the Board were Raft River Highway District President Alvin Neddo; Seiji Endow, Commissioner; Harold A. Jones, Secretary; Representative Vard Chatburn, Albion; and Joe Preston, Declo, urging the Board to build and extend State Highway 77 easterly from Malta to the Sublett I-80 Interstate Interchange.

The Board pointed out to the delegation that they could not view favorably additional mileage to the State Highway System. However, at some future time if the Raft River Highway District could offer to take the present US 30 route from Malta south to the Utah line into their Highway District System, the Board would be glad to reconsider the request.

Nezperce Delegation Urges Prairie Project for 1969. Appearing before the Board were Chris A. Christensen, Lloyd Gregory, State Representative Harold Reid and Neil D. Miller stating that their main purpose in coming was just because the Nezperce study is completed, they would like the Highway Department to leave the door open for a project during 1969 after the Nezperce Prairie Study is submitted to the Board in January.

The delegation stated that the improvement of State Highway 64 to Kamiah from Nezperce was their primary interest and in some way to get it started in the planning program that it might eventually reach the construction program status.

The delegation urged the Department to consider Suzy Creek as a better access from the county seat to the Clearwater - Kamiah area.

Chris Christensen volunteered in his opinion that financing for the Department of Law Enforcement operation should come out of the General Fund instead of the Highway Users Fund and in this manner the highway users revenues now going into Law Enforcement could be allocated to construction of highways.

Army Engineer Estimates Slack Water at Lewiston Not Before 1974. State Highway Engineer Mathes reported to the Board on his meeting with Colonel Geisen, U.S. Army Engineer, Walla Walla District, concerning alterations on the Lewiston US 12 Clearwater Bridge to handle water borne traffic on the Port of Lewiston slack water and quoted the Colonel as saying slack water at Lewiston would not be a reality before 1974.

Forest Highway 1969 Hearing Date Scheduled. At the request of the Region 4, U.S. Forest Service, Ogden, the Board approved the date of Wednesday, November 19, 1969. The Department will so advise the U.S. Forest Service and U.S. Bureau of Public Roads.

Board Directs the Department to Consider Regional Benefit for Lewiston Hill U.S. 95 Relocation. The Department reported to the Board of a meeting with Lewiston City officials who urged a closer connection to Lewiston than offered by the North Fork relocation of US 95.

Mr. Thomason and Mr. Flandro both viewed that the North Fork would serve the North Idaho regional population to much better advantage than the more westerly connection to US 195 north of Lewiston.

Board Chairman Symms then stated that possibly the North Fork would be more acceptable to Lewiston if the present US 95 hill route were to remain on the State Highway System after the North Fork relocation had been effected.

Deputy State Highway Engineer Christensen pointed out to the Board the language of State bypass or relocation law giving preference to incorporated cities and that in light of the regional benefit concept versus loss to the City of Lewiston he would suggest a consultant be engaged to develop the necessary material prior to going to public hearing in the matter that the Board might be assured of full technical support on a proposed North Fork relocation. To this, the Board concurred.

1969 Construction Program and Planning Program Approved. The Board reviewed and approved projects for construction, preliminary engineering and right of way, and reconnaissance survey for the 1969 construction year.

The Board directed the Picabo project in District 2 be shifted to 1970 in order to provide room for a project on the Camas Prairie that might be recommended after the Camas Prairie Study report submittal to the Board in January.



The Board authorized the Department to proceed with work on those projects designated for construction in 1969, subject to the approval of the U.S. Bureau of Public Roads, and as adequate funding becomes available.

The Board also approved a five year planning program that the Department might make ready for Board consideration those projects for the 1970 construction year. These projects will be re-evaluated late in 1969.

A total of \$44 million was authorized to be placed in construction status in 1969 for the Interstate and State Primary and Secondary Federal Aid highways.

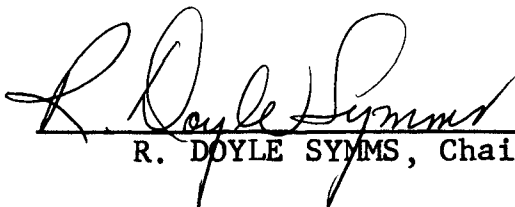
Eleven Forest Highway projects totaling \$6.2 million are also scheduled for construction by the U.S. Bureau of Public Roads with 100 per cent Federal funds as approved by the Board in November. Approximately \$3 million of betterment, safety and maintenance projects were approved with 100 per cent State fund expenditures. Screening of junkyards adjacent to State highways was authorized with expenditure of \$31,000. Public Lands projects, 100 per cent financed by Federal General Fund moneys, will also be scheduled in 1969 with \$500,000 going to the Warm Springs Creek West, 6 miles, section of SH 21 and \$430,000 for plantmix surfacing of the Lewis and Clark Highway.

(The allocation of these 1969 Public Lands Highway Funds was announced by the Bureau of Public Roads subsequent to the Board's program meeting but the projects and amounts involved have been included in the Board's official, public announcement of the 1969 construction program.)

The Board also discussed the status of Public Lands Highway Funds and a request for fiscal year 1970. The Board expressed particular interest in the section of U.S. 95 from the Oregon State Line North. The Department will prepare a request for such funds to be considered by the Board at their January meeting.

WHEREUPON, the Board adjourned until its next meeting scheduled for January 15, 16 & 17, 1969.

Read and Approved  
January 15, 1969  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman